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Sidelights

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2021 AGM/PDC Update

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Technology and the Shipmaster

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Captain Joe Hartnett, President
410-867-0556
capthartnett@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

Mailing Address: P.O. Box 700
Edgewater, MD 21037-0400

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President
251-490-2741

Meetings at 1330 on the 2nd Tuesday of each month. Felix's Fish Camp Grill: 1530 Battleship Pkwy, Spanish Ft., AL.

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Fairhope, AL 36532

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Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President
captmccright@mastermariner.org

If interested in participating please contact Capt. McCright or at captmccright@mastermariner.org or Capt. Roth at 409-740-4471. Planning to start regular meetings soon.

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4620 Fairmont Pkwy, Suite 203
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South Atlantic Region

PORT EVERGLADES / MIAMI

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Meetings at 1200, the 3rd Thursday of the month, except July and August. Galluppi, Pompano Beach Country Club, 1103 N. Federal Hiway, Pompano Beach, FL.

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Captain R.J. Klein, President
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Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's in Bellevue.

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South Pacific Region

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Captjessner@mastermariner.org

Meetings at noon on the 2nd Tuesday of each month, except August. CThink Café, 302 W. 5th Street – Unit 105, San Pedro, CA 90731

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Vallejo, CA 94591-6339

CAMM Member - Captain Doug Subcleff - Featured in the Seattle Times

In the Sunday edition of the *Seattle Times* on October 18, 2020, Captain Doug Subcleff (#2329-RU) was featured in the Mix Section. The sub-headline read "Seattle Times readers show off their creative pandemic projects." Captain Subcleff's displays were presented as follows:

"Thank you" and Memorial Displays

Project #1:

One of our daughters stayed with us a couple months, and taught me how to make flowers out of craft paper. The crafted cherry blossoms I made became the backdrop for a 3-D "Thank You" display created for the staff at Sunrise of Edmonds assisted living facility, which had to close their doors to our visits with Mom and Dad. I used scraps of wood to make a scale model of the entrance to Sunrise, along with some hidden surprises inside. It was presented to Sunrise and, as far as I know, it is still on the puzzle table in the activity area.

Project #2:

My father passed away at Sunrise of Edmonds on July 4th at the age of 97. Family members were finally allowed to see him, briefly, during his last few days. The funeral home service was limited in size and only five of us were allowed at the cemetery. He was a Merchant Marine veteran of World War II and I wanted to do something to honor him. So, I used recycled fence boards to make an American flag and also used them, plus other improvised items from the garage, to create an "outdoor-capable" scale model of one of the Liberty ships he sailed on in 1943 at the age of 21. Then I realized that the rest of the story of that particular ship could be of interest to the neighbors, so I added some signs that might last until the next rainy period. This was all put-on display today!

Captain Doug Subcleff had made note of his father, Captain Andy Subcleff, having sailed as an Ordinary Seaman on the Liberty ship *SS Peter Silvester* in 1943 in his September Seattle Chapter Newsletter. In the newsletter Doug said, "Fortunately, he was not aboard this ship when it was torpedoed and sunk by a German sub in the Indian Ocean in 1945! Andy Subcleff is one of the many WWII Merchant Mariners who are being honored with the 2020 Congressional Gold Medal sponsored by Congressman John Garamendi (D-CA). Unfortunately, Andy passed away on July 4, 2020, at age 97 before a bronze medal replica of this Gold Medal could be presented to him. Part of my pandemic project was to make my own version of a 'Gold Medal' in his honor."

Project #2

Project #1

In This Issue

ON THE COVER
US Coast Guard Icebreaker Computer Graphic Image

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All submissions will be reviewed, but are not guaranteed to be published.

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 12	June 15
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

*April and June subject to change dependent on CAMM Annual Meeting date

What is a Janner Captain?

A recent publication, described one particular Shipmaster as a "Janner Captain." To learn what is meant by a Janner Captain we looked up the definition of the word Janner. Originally, Janner was old Cornish for 'one who lives by the sea'. Today, according to Definitions & Translations (www.definitions.net), Janner is defined as follows:

Noun: 1) Someone from Plymouth, 2) An English person born within ten miles of the sea, 3) The accent and colloquialisms of such people used by the people of Plymouth.

Adjective: Describing the lower classes of Plymouth.

Etymology: Derived from Cousin Jan (the Devon form of John)

Expanding the second definition, a Janner Captain would be a Captain born within 10 miles of the sea. While millions of people are born within 10 miles of the sea, how many become Shipmasters? A better question may be, are there more Janner Captains, than Captains born inland? Regardless, it is a term one can add to their Nautical lexicon.

CAMM Member Checklist

- ☑ Have you renewed your membership?
- ☑ Have you purchased your raffle tickets?
- ☑ Have you registered for the CAMM AGM-PDC?

CAMM Swag for Sale

$25 CAMM/IFSMA Cocktail Glasses
Set of four

$25 Ceramic Coasters
Set of four

$15 Travel Mug
Stainless Steel, 12-oz. insulated

$10 Coffee Mug
Ceramic, 12-oz.

$35 Polo Shirts
White or navy
Adult S-2XL

$5 Lapel Pin
Not actual size

Contact Captain Augusta Roth to place your order.
Price includes tax, shipping and handling.

View from the Bridge

Looking at the Horizon

Captain Cal Hunziker CAMM National President, #3070-RU

Please keep Captain Hunziker and his family in your thoughts and prayers.

Calvin Hunziker has Stage-Four lung cancer. He is currently at home being cared for by his wife, Lisa with help from Hospice. His daughters and grandchildren have been able to visit with him. CAMM's Chaplain, Father Oubre, has posted a notice of Captain Hunziker's condition on the CAMM Facebook page.

I visited with Captain Hunziker and he asked about the upcoming PDC/AGM. If he were writing this edition of "View from the Bridge" he would most likely encourage CAMM members to attend the PDC/AGM. Especially, BOG members and those who live in Florida and Georgia.

An issue of concern is the recent reporting by CAMM's Government Liaison Vice-President, Captain Cowen, that Alaska Representative Don Young has put forward a bill to provide a temporary waiver to the Passenger Vessel Services Act (PVSA- the Jones Act equivalent for passenger ships). In early February, Canada issued an Interim Order extending the March 2020-implemented prohibition on cruise ships from navigating, mooring, anchoring or berthing in Canadian waters. This means that foreign flag cruise ships, sailing from Seattle to Alaska, can no longer stop in Canada to comply with the PVSA. Additionally, members of the Transportation Committee of U.S. House of Representatives have sent a letter to the Canadian Ambassador asking Canada to consider allowing cruise ship 'technical' stops in Canada as a workaround to the PVSA. All CAMM members are encouraged to contact their Senators and Representatives to voice their opposition to a PVSA waiver. CAMM is also against a "touch and go" port call in Canada to circumvent the law.

Respectfully,

RJ Klein

Captain RJ Klein
Executive Vice-President

New Members and Changed Membership Status

Welcome Aboard!

New Members

3528-AL Second Mate Joseph Maxwell Teare, Jr.
Instructor at Texas A&M Maritime Academy
Resides in Bacliff, TX.

3529-RU Captain George Wade Howell
Instructor at Texas A&M Maritime Academy
Resides in League City, TX.

3530-AC Cadet Cory Joseph Nini
Cadet at TAMMA, class of 2022
From Terrytown, LA.

3531-AC Cadet Cody Nicholas Manarang
Cadet at TAMMA, class of 2024
From Davie, Florida

3532-AC Cadet Noah Daniel Gomez
Cadet at TAMMA, class of 2023
From Pearland, TX.

3533-AC Cadet Kenneth James Williams
Cadet at TAMMA, class of 2023
From Hitchcock, TX.

3534-AC Cadet Connor Cagle
Cadet at TAMMA, class of 2023
From Corpus Cristi, TX.

3535-AC Cadet Quenten Hendricks
Cadet at TAMMA, class of 2023
From Bellbrook, Ohio

3536-AC Cadet Martin More West
Cadet at TAMMA, class of 2023
From Cuero, TX.

3537-AC Cadet Kale Sando Robertson
Cadet at TAMMA, class of 2024
From Galveston, TX.

All of the above New Members sponsored by Capt. A.D. "Gussie" Roth, CAMM # 3116-S

Changed Status:

3527-AL Third Mate Joshua C. Smith
Graduate of Texas A&M Maritime Academy
Upgraded to AL Status

Resides in Bonney Lake, WA

3480-RU Captain Alexandra Hagerty
Currently Master of USNS Shugart
Upgraded to RU Status
Resides in Baltimore, MD.

Letters to the Editor

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

Raffle CA$H

2ND PRIZE - $500

3RD PRIZE - $200

1ST PRIZE - $800

Ask friends, family, and colleagues to donate and support CAMM!

Suggested Donation **$3.00 each or a book of 10 for $25.00**

Winner need not be a CAMM member nor present to win.
Winner drawn on May 7, 2021 AGM in Port Canaveral, Fl.
Order tickets online at www.mastermariner.org
Or mail check payable to: The Council of American Master Mariners, Inc.
Mail to: CAMM, 3502 Prairie Dr. Dickson, TX 77539-9316

Proceeds help CAMM carry out its mission statement.

Cadets Contributing to Future of Merchant Marine

Captain Augusta Roth CAMM National Secretary-Treasurer #3116-U

After weathering a surprisingly cooler than normal winter in Texas, I am finally thawing out. There has been a lot of movement in the ranks of CAMM. One notable positive change is the cadet chapters are getting more involved. We have approved applicants from KP and Texas. One of my spring goals is to reach out to each State Maritime Academy to facilitate more interaction between organizations and increase our marketing base. The future of the Merchant Marine is changing fast. The younger generations will have many hurdles, but they need to fully understand the hardship we and CAMM have overcome. CAMM is a unique organization which can bridge that gap. I will be linking the Cadets at SMAs and KP to their local chapters. This will help us gain momentum in membership.

As for the budget, we are doing well. Our members are still sending in dues and now starting to pay for raffle tickets! Our AGM is remains scheduled for May in Port Canaveral, FL. It will be great to see everyone in person. Please travel safely. You should soon be receiving, via snail mail, two packs of raffle tickets, along with a registration form, and sponsorship fliers for the AGM. For those that still have not paid dues, you will get the extra notice to pay your dues.

As always, I appreciate everyone's patience as I figure out my new duties. The new structure of our organization will present some growing pains, but we are working out how to streamline the process to minimize duplicate work. It has been a pleasure working with Captain George Zeluff with the Membership Vice President. We are both learning how much effort it takes to really track membership and dues from two different states. Captain George Zeluff has a lot of new members to report!

In the next issue we will be featuring a Cadet Corner. Cadet Corner will report ideas and concerns of our State and Federal Maritime Academies. At present Texas and California are the only two State Maritime Academies to have active chapters. If you are willing to help in the effort to establish other Cadet Chapters please contact Captain Augusta D. Roth at *captroth@mastermariner.org*.

Respectfully,

Augusta D. Roth

Captain August Roth
Secretary Treasurer

Drones as Hurricane Hunters

In clear skies over Maryland the week of January 11, NOAA scientists launched a new uncrewed small aircraft — a research drone — from a NOAA Hurricane Hunter plane to test its ability to gather weather data that could improve hurricane forecasts.

"We're hopeful this new technology, once it can be successfully tested in a hurricane environment, will improve our understanding of the boundary layer and advance NOAA forecast models used in forecasts," said Joseph Cione, lead meteorologist at NOAA's Atlantic Oceanographic and Meteorological Laboratory Hurricane Research Division. "Ultimately, these new observations could help emergency managers make informed decisions on evacuations before tropical cyclones make landfall."

For many years, NOAA Corps pilots have flown the agency's two WP-3D Orion Hurricane Hunters into the eye of tropical storms to gather vital weather data. But they avoid the perilous lower eyewall in the boundary layer where the ocean meets the atmosphere. This violent area of high winds and towering ocean waves is of key interest to scientists, but it's too dangerous for piloted aircraft.

Instead, scientists aboard the Hurricane Hunters release sensors tethered to parachutes, known as dropsondes, which gather data as they drop from the sky all the way down to the ocean, recording wind speed and direction, temperature, moisture, and pressure as they go.

Now it appears scientists might soon get a better view. Mr. Cione, who conducted the drone test missions out of Patuxent River Naval Air Station stated, "Dropsondes give us 'snapshots' of weather conditions, while the continuous flow of data collected by uncrewed aircraft provide something closer to a movie. Deploying the uncrewed aircraft from NOAA Hurricane Hunters will ultimately help us better detect changes in hurricane intensity and overall structure."

View of the underside of the NOAA Hurricane Hunter plane as the Altius-600 uncrewed aircraft (research drone) is deployed high over a field during flight tests on January 15, 2021.

PHOTO FROM NOAA, COURTESY OF AREA-I

NOAA's Hurricane Hunter WP-3D N43RF (Miss Piggy) off an Island in the Bahamas at edge of Hurricane Isaias, July 2020.

PHOTO CREDIT NICK UNDERWOOD, NOAA

How do you safely test a drone? Carefully. And with a team of aviation experts

NOAA worked closely with Area-I, the Georgia-based aerospace company that created Altius-600, to adapt it for sampling weather data. The Altius-600 is the second generation of small uncrewed, remote-controlled aircraft offsite link that NOAA has used to collect hurricane data. The drone offers exciting, new data-gathering features such as the ability to fly up to four hours and distances up to 265 miles from its point of launch.

Unfortunately, the new uncrewed aircraft systems, like dropsondes, cannot be recovered when deployed in storms.

NOAA Corps test pilots and NOAA engineers also coordinated closely with the Naval Air Station Patuxent River's Atlantic Test Range and the Navy's unmanned aircraft test squadron UX-24 to successfully execute the test flights, which are required to certify the Altius for operational use in hurricane conditions.

About NOAA's uncrewed aircraft research

The Altius-600 is the first of three small uncrewed aircraft systems NOAA is testing. The research supports NOAA's Uncrewed Systems Strategy to expand the use of uncrewed systems. The development and testing of the uncrewed systems is also supported by NOAA's Small Business Innovation Research Program.

The Mariner is Not a Part of the Ship!

by Father Sinclair Oubre CAMM Chaplain #3220-A

Cadet and Seafarer Suicide

As I sit down to write this column, news is coming from Galveston of the suicide of a Texas A&M maritime academy cadet. Speaking with an instructor friend, the instructor struggled to understand the discontinuity between how the cadet had been interacting with staff and classmates, and his actions that led to his death.

About three years ago, a ship called at the Port of Beaumont. A young Indian cadet had committed suicide during the Pacific transit. I had a number of conversations with the cadet's family, and I visited the ship while it was in port. No clear reason was ever established as to why the young man jumped overboard somewhere in the Pacific. In a later conversation with a representative of Anglo-Eastern, he said "In the past, I would encounter one suicide every five years. Now, I encounter 4-5 suicides every year."

The issue has begun to be recognized in the non-maritime press. On January 11, 2021, *Bloomberg Businesweek* published "The Cruise Ship Suicides" by Austin Carr, which highlights a number of recent mariner suicides in the cruise industry (see: www.bloomberg.com/features/2020-cruise-ship-suicides).

Suicide is certainly a growing concern. The International Seafarers' Welfare & Assistance Network (ISWAN) has produced a number of publications to assist seafarers and shipping companies in promoting better mental health. Their latest contribution is *Mentally Healthy Ships: Policies and Practices to Promote Mental Health Onboard.* (www.seafarerswelfare.org/seafarer-health-information-programme/good-mental-health).

It is interesting how the rise in suicide is inversely related to the quality of life onboard. The quality of life has risen in the last 50 years. Mariners now have private cabins, air conditioning, greater ease in communication ashore and onboard, along with better wages and benefits. Nonetheless, the resiliency of mariners to handle the psychological stress of months at sea has declined.

Personally, I believe that some of the good policies that have been implemented over the last couple of decades have had a dark side which we are now beginning to see. Reducing crews from 43 mariners to 21 mariners has led to less social interaction. In the international fleet, mixing nationalities and languages exacerbates this social isolation. The removal of alcohol from ships has significantly reduced drunkenness and fighting onboard, but it may have also removed a "coping" method. Finally, regular or constant internet and social media communication makes it possible to keep in touch with what is going on at home, but it also allows the seafarer to be flooded with all the problems at home, and they are impotent to do anything about them.

Our maritime industry has never really considered the mariner as a physical, social, psychological and spiritual being. Though great strides have been made to improve the physical living conditions on ships, the same progress has not been made in the mariner's social, psychological, and spiritual conditions. Because of this, ships have become mechanical marvels, while suicides among mariners have risen.

The Neptune Declaration

On January 28, 2021, more than 400 maritime industry stakeholders signed Global Maritime Forum-sponsored *Neptune Declamation on Seafarer Wellbeing and Crew Change*. (www.globalmaritimeforum.org/content/2020/12/The-Neptune-Declaration-on-Seafarer-Wellbeing-and-Crew-Change.pdf). The declaration notes: :

> "The Covid-19 pandemic has created an unprecedented crew change crisis which has led to hundreds of thousands of seafarers being impacted and, in many instances, left stranded on ships, beyond the expiry of their contracts."

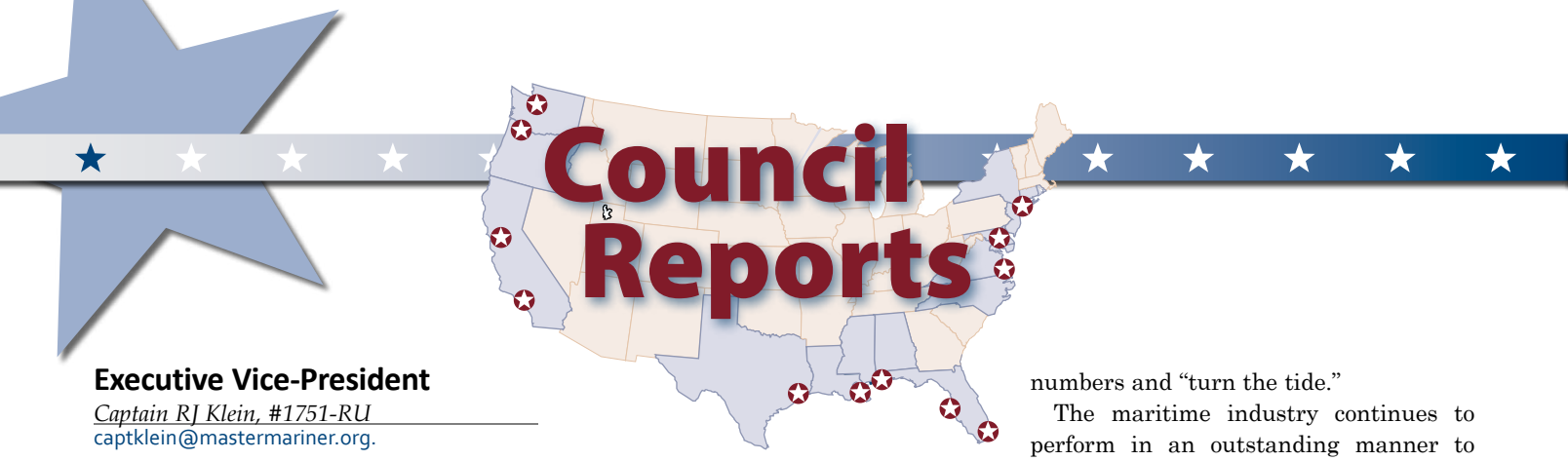
Despite the efforts of governments, stakeholders, NGO's, and others, the situation persists. The Declaration continued.

> "This is not an acceptable way to treat seafarers, who are the frontline workers of the maritime industry carrying 90% of global trade. Fatigue after extended periods at sea has significant consequences on the physical and mental wellbeing of seafarers. It also increases the risk of maritime incidents and environmental disasters and poses a wider threat to the integrity of global supply chains, which depend on safe and reliable maritime transport."

The declaration calls for four actions:

- Recognize seafarers as key workers and give them priority access to Covid-19 vaccines
- Establish and implement gold standard health protocols based on existing best practice
- Increase collaboration between ship operators and charterers to facilitate crew changes
- Ensure air connectivity between key maritime hubs for seafarers

As I write, the *Maritime Executive* carries the story that the backlog at Los Angeles-Long Beach has set a new record of 60 vessels. This backlog stems from record shipments from Asia and the number of longshoremen who cannot work because they have COVID-19. Do we have to drive seafarers to the point of collapse, thereby breaking the transportation chain, before we take seriously their social, psychological, and spiritual needs?



Executive Vice-President

Captain RJ Klein, #1751-RU
captklein@mastermariner.org.

We are preparing for the PDC/AGM in Port Canaveral (see pages 20-23 for details). With the help of the new Events VP, Captain Manny Arosemena, the Planning Committee and Secretary-Treasurer Captain Roth, we will begin finalizing plans to ensure the event runs smoothly. With more and more COVID vaccine doses being delivered throughout the country, we anticipate that the majority of presenters will be able to attend in person.

We encourage BOG members to begin planning to attend. CAMM pays reasonable travel expenses for National Officers and will cover half the expenses of Chapter representatives. Those along the Gulf and upper East Coast may consider making it a road trip. With Miami, Jacksonville and Tampa only a 3 to 4-hour drive away, members living in Florida should consider attending. Rank-and-file members attending the AGM will gain an understanding of how CAMM works and their input will be of value to the CAMM leadership team.

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Report not available.

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Report not available.

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Thank You to the New Orleans Chapter for their generous contribution to *Sidelights* (See NOLA Chapter Report). The funds will be put to good use. On occasion, there are photos that we would like to use in *Sidelights* that are copyrighted and require a fee to legally use. As CAMM has a limited budget for such expenditures, we usually the forgo using the photo(s). We also would like to do more to promote more advertising in *Sidelights* and move the magazine closer to revenue neutral. The funds from NOLA allow us to publish some copyrighted photos and may enable us to pursue an ad supply or ad share firm.

We endeavor to keep the website current. Members are encouraged to contribute information that may be of interest to persons who visit our site. Keep in mind that copyright laws may apply, but we are allowed to provide links to informative sites or papers.

The deadline for submissions for the April issue is March 19th. We intend to have the April issue available for the PDC/AGM.

Membership VP

Captain George Zeluff, #2530
captzeluff@mastermariner.org

We have reports of several members who have been actively recruiting and sponsoring new members. We are now awaiting their applications for CAMM Membership.

The Pandemic has not been kind to anyone. Lockdowns and other precautions have taken a toll on how we are able to conduct our lives. Most Chapter meetings have had to be cancelled. As we work through our tasks and responsibilities in our daily routines remember to take time to stay connected with other member and recruit and promote new members for the Organization. We expect that the advent of the various vaccines becoming available and being put into arms will help the numbers and "turn the tide."

The maritime industry continues to perform in an outstanding manner to carry the load, shipping needed supplies to all corners of the globe. We can all thank each other for participating in such a productive industry, one that benefits society as a whole. Take heart as we move to a safer future where the pandemic is far astern. Hats off to those who, despite all of the disruptions caused by the pandemic, continue to making it happen, both aboard ship and ashore.

We have little choice, individually and collectively, but to carry on. As conditions allow take the time to reach out to those whom you can recommend for CAMM Membership. Ask them to join and in that way assist us in becoming stronger! Thank you, Members, for being part of CAMM.

Events VP

Captain Manny Arosemena,#1548-RU
captarosemena@mastermariner.org

Report not available.

New York Metro

Captain George Sandberg, #1919-RU
Chapter President

Meetings suspended due to COVID-19. For meeting information contact Captain George Sandberg at: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP
President

We extend our condolences to the family of Captain J. Michael Murphy. As Captain Hunziker mentioned, Captain Murphy was one of our best contacts in Washington, D.C. I have represented CAMM in Washington, D.C. at several maritime events over the years and Captain Murphy would always make me feel welcome and introduce me to people at the event. Captain Murphy introduced me to Captain Christian Spain prior to his retirement. Christian Spain

is the current AMO Vice President, Government Relations representative in Washington, D.C., and I look forward to working with him while representing CAMM in Washington.

We are usually preparing for the annual Congressional Sail-In at this time of year. The Sail-In provides maritime stakeholders the opportunity to meet with representatives and ask for their support for the U.S. Merchant Marine. Unfortunately, this event may have to be canceled for the second year in a row. The representatives have always stressed that the best place to ask for support for the U.S. Merchant Marine is in their local office. I would recommend that all CAMM members make an effort to contact their local representatives and urge them to support all current and proposed maritime programs.

Our chapter meetings are still on hold. However, our chapter continues to support local seafarer centers with funding and assisting visiting seafarers. Most seafarer centers are in need of volunteers. Please reach out to your local center to see if you can assist. If you cannot personally assist, consider making a donation to the center. The seafarer relief crisis is serious. I have personally met seafarers that have been aboard a vessel for over 14 months and one seafarer reported that they had been aboard a vessel for 19 months. He was eventually repatriated with the assistance of the Baltimore International Seafarer's Center and the International Trade Federation (ITF).

It is important to note that there are currently several obstacles to crew repatriation besides the port of disembarkation. One crew member explained that he would not be allowed to disembark from a vessel if his layover in a connecting airport was considered excessive by the country within which he was trying to make his connection. Some of the Cape size coal ships departing Baltimore are headed to the Far East the long way on a slow bell or "Eco Speed". This voyage would easily add a couple of months to a seafarer's contract. I am constantly asked about the repatriation policies of other domestic ports and including Canadian ports. I applaud CAMM Chaplain Father Oubre (working with the Apostleship of the Sea, USA), the IMO and the signatories of the Neptune Declaration are making a concerted effort to streamline crew repatriation/sign-ons to ensure that seafarers are rotated on and off their ships in a timely manner.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Tampa Bay

Captain Manny Arosemena, #3028-RU
Chapter Secretary/Treasurer

Details will be posted on the website.

Mobile Bay

Captain Jerome "Rusty"Kilgore
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

New Orleans

CE Horace George, #3223-A,
Chapter Secretary

Our Chapter has been unable to hold meetings due to COVID-19. We anticipate that to change as we head into the warmer months; people continue to observe COVID safety protocols and the vaccine is more widely administered.

New Orleans Chapter Makes Donation to *Sidelights*

The passing of long time New Orleans Chapter Member, Captain Andrew Stegen, was reported in the December *Sidelights*. It was noted that in lieu of flowers, the family requested donations be made in Captain Stegen's memory to the Council of American Master Mariners. We did receive donations and our Chapter decided that the donations could best serve CAMM by being allocated to *Sidelights*. Accordingly, we have sent $400 to CAMM-*Sidelights*. It is expected that these funds will be used by *Sidelights* in a manner that will benefit the publication and aid in promoting CAMM's Mission Statement.

Houston

Captain Michael McCright, #2753-S
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Los Angeles/Long Beach

Captain Michael Jessner, #3396-RU
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

San Francisco Bay Area

Captain Nicholas Lewis # 3034 RU
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Columbia River

Captain Bill Good, #1924-RU
Chapter Secretary

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Seattle PNW

Captain Doug Subcleff, #2329-RU
Chapter Secretary

Unable to hold in person meetings due to COVID, the Seattle Chapter's Executive Committee held a virtual meeting via Zoom. Attendees were: Captains RJ Klein, Chuck Lund, Don Moore, Andy Smith, Kevin Coulombe and Doug Subcleff.

CAMM / YMTA 2020 fund-raising:

Captain Klein reported that $4,000 was collected from Bob Magee Golf Tournament sponsors, golfers, and other generous supporters of our annual golf event that was canceled in 2020 due to the COVID-19 restrictions. This amount will be supplemented with $1,000 from the

Continued next page >>>

Crossed the Final Bar

Captain Philip D. Mouton #1210

Captain Philip D. Mouton passed away peacefully surrounded by his family on Friday, February 19, 2021, 1928; he was 92 years old. Captain Mouton was a long-time resident of River Ridge, Louisiana, and will be missed by his family and friends. After graduating from Abbeville (Louisiana) High School in 1945, Captain Mouton traveled to California where he pursued a career at sea, becoming Captain with Lykes Steamship Company. Captain Mouton and his wife,Louella moved to New Orleans in 1953. He retired in 1985 after sailing as Captain of the company's first Container Ship, the SS *Doctor Lykes*. He traveled the world while all the time growing a stronger appreciation and love for his life and family ashore.

Captain Mouton was the loving husband of 71 years to Louella Theriot Mouton. He is survived by his sister Ruby Mouton, two half-sisters Cynthia Broussard, and Jenny Trahan, by his children Jerome Mouton, Mary Mouton, and Frank Mouton; daughters-in-law Zee Mouton and Deborah Mouton, his grandchildren Jeffrey Mouton, Celeste Bubniw, wife of Alex Bubniw, John and Russell Mouton and Amy Mouton (deceased), along with his great grandchild Madison Riehl Bubniw. The family would like to give special thanks to all of the individuals and organizations that helped care for Captain Mouton in his final two years.

Captain Mouton became a member of CAMM in 1975, and a Life Member in 2009. Captain Frank Zabrocky remembered Captain Mouton as follows: "A hawse piper who spent 40 years at sea, no finer gentleman ever sailed the seas. He retired at age 57 as master of the *Doctor Lykes* to spend more time with his family. He lived to celebrate his 70th wedding anniversary to a girl he met on a blind date."

Captain Ehrling Carlsen #2772

Born in Honolulu, HI, March 27, 1931, Captain Ehrling Carlsen passed away on January 16, 2021. Captain Carlsen's love of the sea began at an early age and stayed with him throughout his life. He started with the Sea Scouts and then attended the Caledonia Maritime Academy in Vallejo, graduating in 1951.

After graduation, Captain Carlsen sailed for Chevron and then moved ashore with Phillips Petroleum. He later became involved in the Ekofisk offshore oil development project in Norway. After Norway, he moved to St Croix, Virgin Islands where he ran the port facility for Amerada (Hess) and later managed the company's port in Rastanura, Saudi Arabia.

Captain Carlsen started his own successful International Maritime Consulting business from which he retired in 2013. He leaves behind two sons and wife, Margret, of 68 years. He has "crossed the bar" and is with his pilot.

Captain C. Douglas Echols #232

CAMM recently learned of the passing of Captain C. Douglas Echols. He was born in Kauai, HI and was a resident of San Francisco. A note from his wife, Hoang Tam, dated 3/20/20 informed us that her husband had passed away while at Kaiser Hospital in San Francisco. Captain Echols was a long-time member of CAMM and became a Life Member in 2009.

Council Reports >>> *Cont'd from page 13*

Captain Peter Chelemedos Scholarship Fund to make a grand total of $5,000 to be donated to Puget Sound Maritime for their Youth Maritime Training Activities.

CAMM National Meeting:

The National meeting was re-scheduled for May 7-9, 2021 in Port Canaveral, Florida. The usual format of a Professional Development Conference and a day for CAMM business is planned. We encourage Chapter members to make the trip to FL, COVID permitting.

Monthly Meeting Planning:

Discussion continues about the future of the CAMM Seattle Chapter meetings, not just because of the current COVID-19 restrictions, but we have also had a significant reduction in members who would be actual meeting attendees. Other CAMM Chapters have had similar issues with the lack of meeting participants. As 2021 progresses, we will continue to explore ways to promote more membership participation. Maritime-themed field trips and our recognition events such as Women in Maritime and the Chapter's annual Maritime Person of the Year banquet are ideas that have worked well in the past. However, the first priority will be for everyone to stay healthy and get the preventative vaccines!.

The Sun Sets on Paper Nautical Charts

by National Oceanic and Atmospheric Administration

NOAA will begin to implement its sunset plan for paper nautical charts this month, starting with the current paper chart 18665 of Lake Tahoe. After August, NOAA's electronic navigational chart will be the only NOAA nautical chart of the area. This is the first traditional paper chart to be fully supplanted by an electronic chart as part of NOAA's Office of Coast Survey Raster Sunset Plan, which includes a new process to notify mariners of the transition of individual paper charts to electronic charts. These charts are easier to update and maintain, keeping mariners safer with up-to-date information on marine hazards.

As part of the sunset plan, released in 2019, mariners will be officially notified of this chart's cancellation in the U.S. Coast Guard Local Notice to Mariners. A note in the lower left corner of the chart will state that it is the last paper edition and it will be canceled six months later on August 26.

NOAA will continue to announce the cancellation of additional paper charts as the sunset plan progresses, initially based on volume of sales or downloads, and in regions with improved NOAA electronic navigational chart coverage. Cancellation of all traditional paper and associated raster chart products will be completed by January 2025.

In late 2019, NOAA announced the start of a five-year process to end traditional paper nautical chart production in via a Federal Register Notice. While NOAA is sunsetting its traditional nautical chart products, it is undertaking a major effort to improve the data consistency and provide larger scale coverage within its electronic navigational chart product suite.

Over the next four years, NOAA will work to ease the transition to electronic products by providing access to paper chart products based on electronic data. The online NOAA Custom Chart tool enables users to create their own paper and PDF charts from the latest NOAA ENC data.

Lack of Containers Quadruples Shipping Costs

Since November 2020, the costs of shipping goods in a 40-foot container from China to Europe and China to the U.S. have risen from about $2,000, to over $9,000. This increase can be put down to a shortage of containers and the sharp recovery in European consumer demand. This is in stark contrast to the period from January to November 2020, during which time rates remained steady, sitting below the $3,000 mark.

The industry is currently experiencing a bottleneck problem, as a considerable surplus of empty containers built up in Europe during the first half of 2020. This came as a direct impact of the COVID-19 pandemic, and the resulting dramatic decrease in global trade. As this picked up, during the final months of 2020, the stiff competition to secure the few containers available in China, has led to these sharp rate increases.

Some respite may lie ahead however, with the year-end holidays and Chinese New Year past, the decrease in production that usually accompanies this period could allow for some of the backlog to clear. It is, however, likely that these container shortages will continue well into 2021, even with increased orders by carriers for additional TEUs. European importers may therefore, when looking for a solution to the prospect of increased rates over an extended period, be forced to think quite literally outside the box.

The Great Lakes – A Vibrant Waterway

Editor's Note: In the December 2020 issue of Sidelights*, we featured an article forwarded by the Company of Canadian Master Mariners entitled "Navigating the St. Lawrence." That article covered the St. Lawrence Seaway from the Atlantic into Lake Ontario. This article covers not only the St. Lawrence, but the entire Seaway, including the Great Lakes.*

Great Lakes/St. Lawrence Seaway System

By Captain RJ Klein

When Americans think about merchant shipping they usually think of goods being shipped across the Atlantic or Pacific Oceans. The United States imports and exports over six billion long tons of cargo every year via the major ocean ports such as Los Angeles/Long Beach, New York/New Jersey, New Orleans, Houston, Savannah/Charleston, San Francisco/Oakland and Seattle/Tacoma. These ports handle an additional 840 million tons of domestic cargo. Americans seldom think of the St. Lawrence/Great Lake Seaway when considering America's shipping infrastructure, yet the U.S. Great Lake ports handle over 6 million tons of foreign trade and over 190 million tons of domestic trade a year. Another 34 million tons of cargo were moved through the Canadian side of the Seaway.

This Seaway covers more than 2,300 miles from the Atlantic Ocean to Duluth Minnesota located at the Western end of Lake Superior. The system serves more than 100 ports in the U.S. and Canada. Ports along the Great Lakes are closer to Europe ports than some East Coast and Gulf ports. The Great Lakes are a unique freshwater inland sea with a coastline that extends 10,000 miles – longer than the U.S. Atlantic coast. The five Great Lakes contain one-fifth of the world's surface freshwater and include approximately 95,000 square miles of navigable waters.

Ships must be raised through a series of 9 sets of locks to reach the western end of the Seaway as Lake Superior is 602 feet above sea-level. The distance from the Atlantic Ocean to Duluth, Minnesota on Lake Superior is 2,038 nautical miles and about 8.5 sailing days.

The Lakes: Superior, Huron, Michigan, Erie, and Ontario

The waterway flows from west to east by the five Great Lakes and the St. Lawrence Seaway/River. The lakes are connected by rivers. Lake Superior drains into Lake Huron via the St. Mary's River. Lake Huron is connected to Lake Michigan via the Mackana Strait, Lake Huron flows into Lake Erie via the St. Clair and Detroit Rivers, and Lake Erie drains into Lake Ontario via the Niagara River. The entire system flows to the Atlantic Ocean via the St. Lawrence River. As it runs toward the Atlantic, the waterway drops in elevation approximately 600 feet.

Most of the waterway is naturally navigable, but the St. Mary's, the Niagara and the St. Lawrence rivers are not. Natural obstructions such as rocks, shallow water, dangerous rapids, and waterfalls (think Niagara Falls) all must be controlled and/or bypassed to enable safe navigation. To accomplish this, the United States and Canada engaged in public works projects to construct the needed chan-

The MV American Spirit, a typical laker with self loading/unloading conveyor belt
Mike Todd, 2017, Woldhistorypics.com

Arial view of the Welland Canal
Photo from Wikimedia Commons, www.wikimedia.org

nels and locks to make the Seaway navigable.

Shipping is seasonal in the Seaway due to winter weather and ice. The opening and closing dates of the St. Lawrence Seaway vary from year to year due to weather conditions and the demands of commerce. The system's locks have opened as early as March 20 and as late as March 31. The closing date has ranged from December 24 to December 31. At the other end of the system opening and closing dates of the Sault Ste Marie Locks in northern Michigan are fixed - opening on March 25 and closing on January 15.

Map of the Great Lakes/St. Lawrence Seaway System

PHOTO SOURCE: CANADIAN GEOGRAPHIC

The Locks – Three Sections:

There are 17 locks that enable navigation from the Atlantic Ocean to Duluth. Thirteen of the locks are managed by Canada (St. Lawrence Seaway Management Corporation) and four locks are managed by the United States (Army Corps of Engineers and St. Lawrence Seaway Development Corporation).

St. Lawrence Seaway – Montreal/Lake Ontario Section:

With the completion of the canals and locks of the Montreal-Lake Ontario section of the St. Lawrence Seaway in 1959, deep-draft ships could navigate from the Atlantic Ocean to Duluth. There are a series of seven navigation locks in this section– five in Canada and two in the United States (Eisenhower and Snell), with each lock chamber measuring 766 feet long, 80 feet wide, and 30 feet deep. The allowable size for a Seawaymax Vessel is 740 feet long, 78 feet wide, deep draft 26 ½ feet and an air draft of 116 ½ feet. The channels are maintained at depth of 27 feet. The Montreal/Lake Ontario Section of locks lift/lower ships a combined 243 feet.

St. Lawrence Seaway – Welland Canal Section

The Welland Canal cuts across the Niagara Peninsula between Port Weller and Port Colborne, Ontario, a distance of 27 miles. The canal includes eight successive locks which bypass Niagara Falls and the rapids in the Niagara River. The present day Welland Canal was finished in 1959 to coincide with the completion of the Montreal/Lake Ontario Section of the Seaway. Like the first Section of the Seaway locks, each lock chamber is 766 feet long, 80 feet wide, and 30 feet deep. The Welland Cannel lift/lower ships 326 ½ feet from Lake Ontario to Lake Erie.

There have been four iterations of the Welland Canal with the initial project being completed in 1829. The Welland River, original named Chippawa Creek, was part of the first Canal. The river flows west to east in southern Ontario joining the Niagara River just below Niagara Falls at Chippawa, Canada. In 1973, Canada completed the Welland Canal Re-alignment to straighten out a section of the Canal that cut through the city of Welland.

Great Lakes Seaway - The Sault (Soo) Ste Marie Locks

Once ships reach Lake Erie, they can safely navigate Lakes Erie, Huron, and Michigan. However, to enter Lake Superior ships must pass through the Sault Ste Marie Locks to bypass the falls and rapids in the St. Mary's River. The U.S. Army Corps of Engineers maintain the two operational locks (MacArthur and Poe) at the Sault Ste Marie which lift/lower ships 21 feet. The MacArthur Lock is 800 feet long, 80 feet wide and 29.5 feet deep. The Poe Lock is 1200 feet long, 110 feet wide, and 32 feet deep.

The Weitzel Lock opened in 1881 was the first lock to by-pass the St. Mary's rapids. Since then, there have been four navigation locks built – the MacArthur, Poe, Davis, and Sabin Locks. The Davis and Sabin locks were decommissioned in 2010. Of the two operating locks, the Poe is most heavily used due to it larger size. Construction on a new lock, to replace the Davis and Sabin locks, began in early 2020 and the expected completion date is November 2021.

Continued next page >>>

Great Lakes >>> *Cont'd from page 17*

Ships - Lakers / Salties

Most Great Lakes Seaway commercial cargo ships are specifically designed and constructed for use within the Seaway. Known as "lakers," these vessels carry mostly bulk cargo and are designed to be able to fit through the Seaway navigation locks. Ships that do not travel into Lake Ontario can be larger, with their maximum size determined by the Poe Locks at Suite Ste Marie – 1,100 feet in long, 105 feet beam and 30 feet draft. Lakers can carry more than 64,000 long tons of cargo. The largest ship on the Great Lakes is the Paul R. Tregurtha. Built in 1981, the Queen of the Lakes is 1,013 feet in length with a beam of 56 feet. The record cargo lift on the Great Lakes is 76,000 net tons (67,860 long tons) of iron ore that was moved through the Soo locks in July 2019.

The oldest ship on the Great Lakes is 79 years old - the Alpena, a cement carrier, built in February 1942 and operated by Inland Lakes Management. Since lakers operate in fresh water, their life span is considerably greater than ocean going ships. Due to lake shipping being seasonal, lakers have a yearly extended down time. Companies can have their port engineers ride their ships near the end of the season and with the ship's engineering staff, inspect the ship for needed repairs and maintenance. A plan can then be made to make repairs and/or upgrades during the forced downtime.

According to Marine Link (www.marinelink.com), in 2021 U.S. companies will spend nearly $87 million for winter ship repair and maintenance at shipyards and facilities across the Great Lakes. This includes work in Wisconsin, Ohio, Pennsylvania, and Michigan.

The waterway is also served by ocean-going vessels designed to operate in the Lt. Lawrence/Great Lakes Seaway. Known as "salties," These ships are built to ocean scantling standards. Most salties are multipurpose in their design, able to carry bulk cargo, break bulk cargo and project cargo. They are usually built to the maximum allowable size (Seawaymax 740 feet long, 78 feet wide, deep draft 26 ½).

Cargo

Some ports on the Great Lakes are actually closer to the European markets than ports along the southern Atlantic seaboard and Gulf Coast. Additionally, Great Lake ports have lower overall port costs. The disadvantages for Lake Shipping are the size restrictions and the seasonal shut down of the system (Late December through late March).

All types of cargo are carried on ships in the Great Lakes-Seaway system, but bulk cargo dominates. Bulk cargos are typically loaded and unloaded via conveyer systems. The conveyer system makes many of these bulk carriers self sufficient. Wheat, corn and soybeans, grown by farm-

The locks at Sault Ste Marie. The two working locks are on the left side of the photo. MacArthur Lock and then the Poe Lock.

ers throughout the upper Midwest, are major products exported in bulk to the world from Great Lakes-Seaway ports. Iron ore and coal are also high volume bulk cargos shipped on the Great Lakes, primarily in the U.S. and Canadian coastal trade.

Other cargoes include break bulk, project cargo and some containerized products. Semi-finished steel dominate the break bulk cargo. Steel slabs, coils, and rods are imported from Europe or South America which are turned into finished commodities in U.S. factories. Project cargos are unusually heavy, oversized or an awkward shape which make it difficult to transport by rail or truck. Containerized cargo can offer flexibility along the Lakes as containers can be easily interchanged between ship, rail, and truck.

Traffic Management System and Automatic Identification System

An Automatic Identification System (AIS) transponder is mandatory on all commercial vessels transiting through the Seaway's traffic sectors (from the St. Lambert Lock in Montreal to mid-Lake Erie).

In 2002, the St. Lawrence Seaway implemented the universal Automatic Identification System (AIS), and integrated it with the Seaway's Traffic Management System (TMS). The project was successfully completed by a team that included the U.S. Saint Lawrence Seaway Development Corporation, the Canadian St. Lawrence Seaway Management Corporation along with various marine transportation interests and technical assistance from the U.S. Volpe Transportation Systems Center.

The location of each vessel is continuously tracked and displayed. Complementing this information, the Seaway's TMS broadcasts (through AIS channels) other pertinent data such as local wind speed and direction, water levels and flows, ice conditions, availability of the next lockage, and safety-related messages as dictated by circumstances. The end result is a tightly integrated navigation aid that enhances the ability of each ship captain and/or pilot to navigate the Seaway safely and efficiently. Additionally, by using the Great Lakes St. Lawrence Seaway System website, Commercial Shipping can access a variety of useful links, including Regulations and Laws, Seaway Security, Wharfage Tariff, Forms and an eBussiness Log-In.

Sources: St. Lawrence Seaway Management Corporation, American Association of Port Authorities, Canadian Chamber of Commerce, Sea-distances.org, U.S. Government Accountability Office- 2018 Report to Congress on the Great Lakes-St. Lawrence Seaway, American Great Lakes Port Association, and Marine Link (www.marinelink.com),

Top to bottom: Project Cargo. Windmill blades are unloaded at the Port of Hamilton. Photo : Hamilton Port Authority, Chamber of Marine Commerce (Canada)
Aerial view of the winter fleet lay-up near Sturgen Bay
Photo taken from Coast Guard helicopter by Chief Warrant Officer Jim Condra, March 2004.
Two vessels owned by Algoma Central Corporation leaving Goderich, Ontario Photo from Algoma Central Corporation and Chamber of Marine Commerce (Canada)
Bulk Cargo. The MV Redhead takes 22,000 metric tons of exports from Port of Johnstown, CA to Italy. Photo supplied by: Port of Johnstown, Chamber of Marine Commerce (Canada)

2021 Annual General Meeting and Professional Development Conference

AGM-PDC Sponsors

PORT CANAVERAL

See inside cover for list of all of our sponsors.

CAMM has committed to conducting an in-person 2021 Professional Development Conference (PDC) and Annual General Meeting (AGM). The Conference will be held in Port Canaveral, FL May 5-7. Events for attendees and guests during the three-day conference have been planned and the agenda is as shown on the opposite page (page 21). The Planning Committee, led by Events Vice-President Captain Manny Arosemena and Captain Rich Crimison, has reported that the Radisson Resort at the Port has reduced the rate for the hotel to $119 per night (excluding taxes).

The daily increase of the availability of COVID vaccines, coupled with a decrease in COVID-19 cases, should allow for safe travel to and from Florida. CAMM is committed to having a safe convention and the commitment/confirmation of speakers depends upon COVID-19 protocol and/or restrictions in place at the time of the event.

A list of confirmed and invited speakers is highlighted on page 23 and updates will be posted on CAMM's website (http://mastermariner.org/2021-annual-meeting.html). Even if you do not regularly attend CAMM's annual event, you may want to treat yourself to a special outing after staying isolated for over a year. Find out how CAMM works for you and hear from maritime professionals at the conference.

Registration form is available on page 22

Applying Tomorrow's Technology in Today's Maritime Industry

CAMM Annual General Meeting and Professional Development Conference May 5-7, 2021 Port Canaveral, FL

Dedicated to supporting and strengthening the American Merchant Marine

Venue & Accommodations

Radisson Resort At the Port
871 Astronaut Blvd.
Capt Canaveral, FL 32920
$119 /night +tax (includes breakfast)
Standard Room
Book by April 6
Includes breakfast for 2 & parking
Link to book at CAMM rate:
1-800-333-3333
Online: Google Radisson Port Canaveral FL

1. Enter Arrival and Depature Dates
2. Under special rate, select "Promotional Code"
3. Enter CAMM21

Wednesdays May 5

Golf Outing
Welcome Reception

Thursday, May 6

Professional Development Conference
Featured Speakers to address
Theme of Conference.
Guest Outing Cocoa Village
Tour w/Shopping & Lunch
Evening Social Event
Port Canaveral
Reception & Dinner

Friday, May 7 Annual General Meeting

Guest Outing – Cape Canaveral
Lighthouses and Space
Flight Tour w/Lunch
Closing Dinner
Keynote Speaker
Event Chairperson
Captain Manny Arosemena
captarosemena@mastermariner.org

Sponsors

Sponsorships Available
See page 2 for details

Professional Development Conference

Topics:

Tomorrow's VTS Today – More Than Just Traffic Control
Sustainability in Shipping for the Next Decade
Maritime Support of Space Operations
LNG as Ships' Fuel
Autonomous Ships-Paradise or Peril?

Annual General Meeting

Council Business
State of CAMM
Positions Review

Closing Dinner

Keynote Speaker:
Congressman Brian Mast
FL 18th District

Lalonde "Spirit of the Sea Award"
Introduction of 2020-2022 National Officers
Cash Raffle Drawing
Recognitions

Registration Form
2021 CAMM AGM/PDC
Port Canaveral, FL

Name:_____ CAMM Membership No.:_____

Address_____ City:_____ State:_____ Zip:_____

Best Contact Phone:_____ Alternate Phone:_____

Email address:_____

Name for Name Tag:_____ CAMM Chapter Affiliation: _____

Arrival Date:_____ Departure Date: _____

Name Guest 1:_____ Name Guest 2: _____

Events - Mark the boxes of events you plan to attend

	Wednesday May 5		Thursday May 6			Friday May 7			
PDC - AGM and Closing Dinner will be at Radisson Resort at the Port Port Canaveral, FL	Golf Outing: At Cocoa Beach CG Golf/cart/lunch/ sleeve of balls $70	CAMM Welcome Reception No Charge	Professional Development Conference (PDC) $75	Guest Outing Cocoa Village Tour & Shopping W/Lunch $50	Port Canaveral Reception and Dinner in $65	Guest Outing Cape Canaveral Lighthouses and Space Flight Tour W/Lunch $50	Annual General Meeting (AGM) $75	Closing Dinner *and Reception* Check Your Choice $75	Total
Primary Attendee								☐ Flame Grilled Sirloin Steak ☐ Grilled Mahi-Mahi	
Guest								☐ Flame Grilled Sirloin Steak ☐ Grilled Mahi-Mahi	
Guest								☐ Flame Grilled Sirloin Steak ☐ Grilled Mahi-Mahi	
								Grand Total	

Please check all that apply:

I require special needs and/or assistance (please explain - e.g. dietary, ADA, etc.):

_____

_____

Please return this form with check payable to "CAMM" **no later than April 15, 2021 to:**
Captain Augusta Roth, CAMM Conference, 3502 Prairie Drive, Dickson, TX 77539-9316

Registration and payments, including hotel reservations, may also be made online at:
https://www.mastermariner.org/annual-meeting.html

Closing Dinner Keynote Speaker

Representative Brian Mast, Florida, 18th District

Representative Brian Mast (R-FL 18) is in his second term. Prior to his election to Congress in 2016, Rep. Mast served in the U.S. Army. He earned the Bronze Star, the Army Commendation for Valor, the Purple Heart, and the Defense Meritorious Service. While deployed in Afghanistan, he worked as a bomb disposal expert. The last improvised explosive device that he found resulted in catastrophic injuries and the loss of his legs. After retiring from the Army, he continued to work counter-terrorism and national defense as an Explosive Specialist with Homeland Security. Rep. Mast received a degree from Harvard University and volunteered to serve alongside the Israel Defense Forces. Mast is a member of the Transportation and Infrastructure Committee and the Foreign Affairs Committee, and he sits on the USCG and Maritime Transportation Sub-committee.

Applying Tomorrow's Technology in Today's Maritime Industry

Commander David Dubay, USCG

Author of the article: *Why We'll NEVER See Fully Autonomous Commercial Ships!*
Commander Dubay will participate on the panel discussion on Autonomous Ships. He currently serves as the Associate director for the Law of Maritime Operations at the Stockton Center at the U.S Naval War College in Newport, RI.

Ms Carleen Lyden-Walker

Chief Executive Officer, Morgan Marketing & Communications and IMO Maritime Ambassador
Presentation: *Sustainability in Shipping for the Next Decade*
Ms Lynden-Walker is the CEO of Morgan Marketing & Communications and Co-Founder/Executive Director of the North American Marine Environment Protection Association, with over 40 years of marketing and communications experience in the commercial maritime industry.

Mr. Olivier Cadet

Senior Vice President of Global Operations, Americas and President Kongsberg Maritime, Ind.
Mr. Cadet will lead the panel discussion on Autonomous Ships. Mr. Cadet is responsible for Kongsberg Maritime activities in the Americas region (Canada, US, Mexico, Panama and Brazil). His team leads the integration process in the Americas region after the acquisition of Rolls-Royce Commercial Marine (2019). Kongsberg Maritime is a marine systems provider and a world leader in autonomous ship technology.

Captain/Dr. John A.C. Cartner

Presentation: *I-Commander. Captain Cartner will be a member of Autonomous Ships panel.*
Captain Cartner is a Managing Member of Cartner & Wolf, PLLC, Maritime Lawyers and Chairman and CEO of Plainview Solar Power, LLC. A 1969 graduate of the U.S. Merchant Marine Academy, he has a PhD from the University of Georgia and law degrees from the University of Maryland and Thomas Jefferson School of Law. Captain Cartner authored several books, including *Cartner on the International Law of the Shipmaster*.

Captain Kip Louttit

USCG, Ret, Director of the Marine Exchange of Southern California
Presentation: Tomorrow's VTS Today – More Than Just 'Traffic Control
Captain Louttit is the Director of the Marine Exchange of Southern California and a graduate of the USCG Academy. He was a Sloan Fellow at Massachusetts Institute of Technology (MIT) where he earned his MBA and he has a second Master's Degree from Golden Gate University.

LNG as Ships' Fuel Panel Discussion Featuring:

Captain Barry Compagnoni, USCG (Ret.), Senior Director Public Safety & Security, Canaveral Port Authority
Captain Compagnoni is a graduate of the U.S. Coast Guard (USCG)Academy, holds a Masters in Homeland Security from the U.S. Naval Postgraduate School and an MBA from George Mason University. His USCG career included serving as Sector Commander and Captain of the Port, Honolulu, HI and duty as USCG Attache/Liaison at the U.S. Embassy in Beijing, China.

Chad Verret, President of Q-LNG Transport & Chairman of the Society for Gas as a Marine Fuel
Mr. Verret previously served as Executive Vice President of Harvey Gulf International Marine for over 12 years.

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Mr. Butts previously served in the U.S. Coast Guard for 26 years.

Anchorages and Berths Clogged at the Ports of Los Angeles – Long Beach

No End in Sight as Pandemic Buying Surge Continues

By Captain RJ Klein, #1964-RU

In late January, Captain Kip Louttit (#3371A), the Executive Director of the Southern California Marine Exchange alerted us to the ship and cargo backlog in the ports of Los Angeles and Long Beach (LA/LB). This has presented a real challenge to the Marine Exchange and Port Terminals, one that the Marine Exchange has handled with professionalism.

The Marine Exchange Vessel Traffic Service (VTS) Los Angeles-Long Beach (LA/LB) is jointly operated by the Coast Guard and Marine Exchange of Southern California and is considered a classic example of the benefits of Public-Private partnership. Its Target Mapping service provides real-time ship locations from a 25 mile radius area of responsibility right to berth.

The two ports, known as the San Pedro Bay Port Complex, are the busiest container ports in the United States. LA/LB handles nearly 40% of the containerized cargo entering the U.S. and approximately 25% of exported containerized cargo. In 2019, the ports moved over 19 million containers. Ship congestion began at the ports in the fall of 2020 as American consumers went on a spending spree. Unable to spend on leisure related services like travel and entertainment, those with discretionary income are spending it on consumer goods. This has led to an increased demand for imports such as exercise equipment, electronics, and home furnishings.

Ships at Anchor outside the San Pedro Bay Port Complex

Photo Courtesy of Marine Exchange of Southern California

Longshoremen and Labor

Like the rest of the nation, longshoremen have been affected by COVID-19. Labor shortages due to the pandemic put 800 dockworkers on COVID-related sick leave and made them unable to report for duty. According to the Harbor Trucking Association, cargo turnover now takes up to four times longer than normal. California's Governor has recently cleared the way for some essential dockworkers to receive COVID vaccines. This should help ease some of the labor shortages on the waterfront.

At the Marine Exchange of Southern California's Vessel Traffic Center. Civilian and Government personal work together to safely direct all marine traffic in their area of operation

Photo by Captain Manny Aschemeyer

American Shipper reported a blog post from Vice President of Transportation at Weber Logistics, Jerry Critchfield. The online post stated that, "the labor shortage is also hammering warehouses as they struggled to keep trained workers on during the pandemic." Weber Logistics is a third-party logistics (3PL) company. Companies engaged in international trade often use 3PLs for supply chain management. Outsourced logistics functions usually include inbound freight customs and freight consolidation, warehousing, order fulfillment, and distribution management of freight to customers

Ships

The data shows that the number of container ships at berth started to ramp up in July 2020. A steady rise in the number of ships at anchor began in November and by year end, the number of container ships at anchor had risen to 30. It has remained high ever since. All LA/LB anchorages and contingency anchorages are essentially full. The 10contingency anchorages in Huntington are also near capacity. Meanwhile, the number of ships at the berths in Los Angeles and Long Beach

has remained in the high 20s and low 30s.

In late January, the Marine Exchange of Southern California (MXSOCAL) reported that several ships anchored off LA/LB had decided to steam out to sea to ride out an approaching winter storm. According to MASOCAL, on January 24, there were 49 ships at anchor, with six being schedule to berth on the 25. Due to the heavy weather forecast of 30 knot sustained winds and increased sea height, 17 of the anchored ships put to sea.

The next day Captain Louttit reported that, "The wind event part of the storm passed quickly last night and we returned to normal anchorage protocols at 2300. All is well with your marine transportation system, safe, secure, reliable, and environmentally sound."

After this event MASOCAL changed its Drift Area Protocol. Captain Louttit stated that, "Learning from our experience with drifting ships last weekend and last night, we shifted away from pre-designated drift boxes/circles to 'drift areas' that we work out with each ship's captain based on his/her preference for his/her ship. Our area of responsibility is 50 miles in diameter so leaving the ships spread apart increases safety and comfort of the captains. We work with each captain to ensure he/she doesn't choose to drift somewhere they aren't supposed to be, such as in the shipping lanes or too close to shore, and are requiring ships to remain at least 2 miles apart."

Diversion to Other Ports

In late January, 80 % of arrivals had an average wait period of 3 to 5 days. The wait time increased in February with wait times of seven or more days. Waiting extra days to offload is expensive and has prompted several carriers to change the order of their ports of call or divert some of their vessels to alternate west coast ports. This does not always solve the problem of delays as loading and backloading are planned by the order of port call and changing a ship's port rotation can also lead to delays,.

The ports of Oakland and Seattle are enjoying increased business from overseas shipping as a result of companies diverting their ships, in particularly from China. CMA-CGM has a new weekly Golden Gate Bridge trans-pacific service to Oakland and Seattle from China and Wan Hai has also initiated a new service from China to Seattle and Oakland.

The CMA-CGM Benjamin Franklin docking at the Port of Los Angeles PHOTO: PORT OF LOS ANGELES

Equip-ment

The availability of trucks and chassis must be maintained to ensure the smooth operation of containerized cargo. During the pandemic this process has been interrupted as this equipment is delayed at warehouses and delivery sites. However, the major problem is the lack of needed containers. If containers are not quickly moved through the system or if there is a disruption in the regular flow of containers, a logistical nightmare ensues. This is what has happened during the pandemic.

The repositioning of empty containers has always been a logistical problem for container shipping companies and traditionally companies do not want to transport empty containers. The demand for goods from the Asian market has increased the last half of 2021 while the demand for American goods in Asia has been weak. The uneven trade flow has resulted in containers accumulating in U.S. ports. In an attempt to meet the high demand for containers in Asia shipping companies are now discharging their cargo and immediately backloading emptys for a quick return to Asia. Additionally, due to the longer than normal wait time to discharge cargo, some ships have opted to sail without waiting to load grain or other American exports causing a scheduling reliability problem for U.S. exporters.

Cruise Ships

Cruise ships are in LA/LB at a berth or anchor. Princess Cruises, Holland America, Norwegian Cruise Line and Carnival have all recently had ships in port or at anchor. No passengers are aboard, but cruise lines are positioning their ships in anticipation of being able to commence service in mid-March. In LA/LB they are making crew changes, fueling and taking on stores.

In the U.S., the largest ship congestion is in LA/LB. The latest reports for the San Pedro Bay Port Complex predict that the influx of containers and ship delays will continue through March and possibly into June. In February, Captain Louttit, told American Shipper: "We seem to have settled into a new normal of roughly 30 container ships at anchor. Whether that will continue or not, I don't know."

Sources: Captain Kip Louttit, NY Times, LA Times, The Maritime Executive, American Shipper, Splash247.com, Marine Exchange of Southern California and Weber Logistics

Tackling the Scourge of Container Ship Fires

By Andrew Gray
Campbell, Johnston Clark Limited

The proliferation of serious fires onboard container ships in recent years has shocked the shipping industry. Here are considered the causes and impact of such fires and the urgent efforts being made by a wide variety of stakeholders to solve this seemingly intractable problem.

Incidence of Container Ship Fires

Over the last decade there has been a 70% fall in ship total losses.[1] This has been widely credited to long term improvements in ship safety management and loss prevention programmes. Counter to this trend, there has been a substantial increase over the last decade in the number of fires in containers carried onboard container and ro-ro ships. One troubling statistic is that on average there is a fire onboard a container ship every week[2], with a major container fire occurring on average every 60 days[3]. Nine major container ship fires were reported in 2019[4]. By comparison, despite an overall fall in casualties in the first half of 2020, ten such incidents were reported[5].

Cause

This disturbing situation has been linked to both supply chain issues, including the widespread non-declaration and mis-declaration of dangerous goods cargoes, and inadequate fire-fighting systems onboard many of these vessels. About 10% of laden containers or 5.4 million containers being shipped annually are estimated to contain declared dangerous goods[6]. Of these, about 1.3 million containers may be poorly packed or incorrectly identified, indicating the scale of potential risk[7].

A 2020 study by the New York based National Cargo Bureau (NCB), supported by Maersk amongst others, revealed that of 500 containers inspected, 2.5% of DG containers imported to the USA were found to include mis-declared cargoes which represented a serious risk[8]. Another study found there may be about 150,000 volatile containers in the supply chain annually[9].

Undeclared or mis-declared cargoes, which have become notorious for causing container fires, include calcium hypochlorite (widely used as a bleaching agent), lithium batteries and charcoal. Non-declaration or mis-declaration of cargoes is generally understood to arise from shippers' attempts to pay lower freight or circumvent restrictions on the carriage of dangerous cargoes.

Dealing with Fires Onboard

There has also been widespread concern about the suitability of existing ships' fire-fighting systems to deal with container fires. A 2017 study highlighted that systems originally developed for fighting fires in general cargo ship holds have proved to be unsuitable for container vessels[10]. Smoke detection and CO2 fire-extinguishing systems developed for large open holds may be completely ineffective within the confines of individual containers stowed beneath hatch cover pontoons which are not gas-tight. There are calls for more sophisticated fire detection systems, utilizing infrared cameras or thermal sensors installed both below deck and on deck.

While the containment of a fire within a limited number of containers remains the approved method of firefighting onboard a container ship, the equipment available is often unsuitable. Many stakeholders warn that new technical solutions are needed to make this effective. The steadily increasing size of container ships from 10,000 TEU vessels in 2005 to ultra large container ships in excess of 20,000 TEU today magnify these issues.

Improvements have been made to new vessels constructed after 1 January 2016 under amended SOLAS regulation II-2/10, but there are calls for substantial changes to existing ships' firefighting systems[11]. These include utilizing the ship's structure to create more effective fire compartments while installing enhanced below deck and on deck water-based systems to cool the ship's superstructure and prevent fire spread.

On deck, monitors should be installed to create water curtains which can cool the maximum height and width of container stacks, particularly on the very much larger container ships now at sea[12]. Other innovative fire-fighting systems are being deployed such as HydroPen, which drills though the container door and then switches mode to spray water inside the container[13].

Without adequate ship's firefighting systems, the ability of a container ship's crew to respond to and contain a blaze is severely limited. Despite the undoubted bravery and professionalism of crews in tackling such fires, external assistance is invariably required. The ship may be a considerable distance from shore and, even when outside assistance arrives, such fires may take weeks to be brought under control. Meanwhile, pressure is placed on the resources and expertise of the global salvage industry in dealing with the rising numbers of major container fires.

Loss and Damage

As a specialist shipping law firm, we are only too aware of the increasingly severe consequences of large container ships fires. Not only have such events resulted in the injury and death of many crew members and others over the years, but the environmental implications and financial losses continue to be significant.

Apart from needless injury and loss of life, potential losses from a container ship fire might include hull damage, total loss of the ship, cargo and container loss and damage, claims between ship owners, charterers and slot- charterers, environmental damage prevention and clean- up, salvage costs, wreck removal, fines, investigation and legal costs.

With the increased size of container ships and their carrying capacity, a large container fire will severely impact the global marine insurance and P&I market with the sheer value of the property at risk, not to mention the GA effort of trying to collect security, vastly scaled up for the largest container ships. With present claims potentially running into tens or even hundreds of millions of US$, there is the fear that a total loss of a 20,000 TEU vessel and her cargo might exceed US$1 billion.

A considerable burden is also placed on the salvage industry and external firefighting services, with the significant challenge of fighting such fires due to the increased beam and stack heights of the larger container ships. In addition, ports of refuge face the nightmare of how to deal with say 10,000 burned-out container shells and their cargo, many of which are not insured and are abandoned. For example, exemplary support was recently given by the Singapore MPA and PSA in providing a port of refuge to MOL *Charisma*, the latest victim of this year's major container fires. The human and financial carnage inflicted by a single undeclared or mis-declared cargo in a badly stowed container onboard a modern container ship cannot be overstated.

Solutions

Major efforts are underway to deal with this problem from both the supply chain side and in improving the firefighting systems onboard. In an ideal world every cargo loaded in every container would be checked before shipping, but the cost of such an undertaking would be immense. At the same time, there are calls for more widespread spot checks by IMO member states and shipping lines to help identify undeclared or mis-declared cargoes.

Leading stakeholders are working to develop systems which reduce risk. The Cargo Incident Notification System (CINS) has over a number of years shared information on cargo related incidents and identified commodities which commonly cause problems during transportation[14]. A number of shipping lines are using artificial intelligence to develop increasingly sophisticated algorithms to search through their booking systems to identify potential mis-declaration, including Hapag-Lloyd's Cargo Patrol, Exis Technologies' Hazcheck Detect and ZIM's ZimGuard.

Other ventures include the Maritime Blockchain Labs (MBL) Mis-declaration of Dangerous Goods pilot, using blockchain technology to verify documentation and demonstrate the end-to-end delivery of dangerous goods[15]. Meanwhile, IUMI and other major stakeholders have co-sponsored a submission to the IMO Maritime Safety Committee's 102nd session to amend SOLAS in respect of improved detection, protection and firefighting capabilities onboard container ships[16].

Further pressure may be need to be put on rogue shippers by building a worldwide consensus for those mis-declaring dangerous container cargoes to face criminal sanctions in their home country, with jail time for deliberately endangering life and the marine environment.

Conclusion

Campbell Johnston Clark's global team has offices in London, Newcastle, Singapore and Miami. It advises on all aspects of shipping and international trade, from handling major casualties to dry shipping litigation and ship finance. It has been involved in many significant ship and container fire cases over the years. Most recently, its Singapore office has acted in the MOL *Charisma* container ship fire which occurred off Sri Lanka in September of this year (2020).

The Hyundai Fortune ablaze off the coast of Yemen in March 2006.
PHOTO COURTESY OF SEATRADE MARITIME NEWSLETTER

Editor's note: As a firm Campbell Johnston Clark Limited shares the serious concerns of its clients and the wider shipping industry about the proliferation in container ship fires. The firm supports the numerous efforts by different sectors, from the supply chain side to shipboard improvements, to bring closure to this unhappy chapter in shipping history. This article is reproduced by kind permission of Campbell Johnston Clark Limited ©. *www.cjclaw.com*

End Notes:

1.Allianz Safety and Shipping Review 2020
2. Gard conference – Container ship fires – 31 October 2019
3. TT Club – Campaign for Greater Container Safety – March 2019
4. National Cargo Bureau (NCB) white paper – 6 July 2020
5. Cefor - ibid
6. 6 Gard Insight – Tackling cargo mis-declaration – 21 March 2018
7. TT Club – ibid
8. NCB – ibid
9. TT Club – ibid
10. IUMI Position Paper on firefighting on container vessels and proposal on firefighting systems by the German Insurance Association (GDV) – 18 September 2017
11. IUMI Policy Agenda – 10. Safety of container vessels – 24 August 2020
12. IUMI and GDV - ibid
13. Gard conference – ibid – Rosenby Engineering HydroPenTM distributed by Viking Life-Saving Equipment
14. TT Club - ibid
15. https://weareBloc.io/labs
16. Policy Agenda – ibid

The Technology and the Shipmaster

Part 6: Review of the International law of the Shipmaster 2d

This is Part 6 of an exclusive-to CAMM serial review of John A. C. Cartner's definitive The International Law of the Shipmaster, 2d by Routledge/Taylor and Francis in 2021. The book will be available for order early in 2021.

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Exclusive for CAMM Members By John A.C. Cartner CAMM #1744

§ 1.4.3. Modernity and Charles Abbott, Charles Abbott[1] started the 19th century of the genre in 1802 with his immediately popular Law Relative To Merchant Ships And Seamen, superseding Charles Molloy's dated text. Abbott's book was published in England in 14 editions and in various American editions, the last printing of the 1902 edition in 1914[2]. Francis B. Dixon offered an American approach in 1854, citing Abbott 6th frequently but emphasizing American practice[3].

§ 1.4.4. The Certification of Shipmasters. The United Kingdom first certified Shipmasters in 1845, Maritime Year 3599 and Shipmaster Year 3031. The impulsion was from underwriters and at first was voluntary. Certification for technical competence and issuance by the State soon became mandatory. This is the year in which the term Commander is apposite for the combined licensed person and appointed person.

§ **1.4.5. The Industrial Revolution and In Loco Parentis.** The Industrial Revolution had taken firm bite by the early 19th century and obtaining Seafarers was becoming more difficult because of wage differences at sea and ashore and by the aversion of Seafarers to the harsh conditions at sea. Gradually, in loco parentis as to the Commander evolved. By 1891 the Swedish Maritime Act § 44 said "The Master shall treat his subordinates as befits a good head of a family . . . He may not administer corporal punishment to anyone." In the latter part of the 18th and the 19th centuries, as the law reoriented itself to the realities of the Industrial Revolution and the consequences of political revolution in France, the American English colonies, followed by an American civil war, and elsewhere, many European and North American States gradually came to the Swedish view. The last traces of Master-next-to-God as statute disappeared in Germany in 1902[4].

§ 1.4.6. The Dark Side of Shipmastering. Privateering was a popular national imperative in England in the 16th through the 18th centuries when mercantilism and the hoarding of gold was rampant. Shipmaster privateers became very wealthy under letters of marquee and reprisal for the Crown investors. Shipmasters are necessary in any transborder trades. In that sense, they are neutral bystanders to the economic forces upon which they ride. Several are worth recalling. It can be argued that the impoverishment of India was the result of British forced economic exports. The number of British ships in the trade was large and long-lasting. The drug trade was well-organized in China by Jardine & Matheson which, when drugs became improper, took their huge gains and became an investment bank purchased in the latter part of the 20th century by JP Morgan. The imbalance of the drug trade from China is easily compared when a chest of opium was equal in market value in London to an entire shipload of other export goods. Shipmasters did well in the trade. The slave trade was necessary to supply labour to the Caribbean islands for sugar production. The so-called Triangular Trades of the North Atlantic involved sugar and molasses exported to North America, tobacco and rum exported to Great Britain, trade goods exported to West Africa, and slaves exported to the Caribbean. These trades were the most lucrative that the world has ever seen, even more than the opium trade from China. It will be recalled that the expedition of the *HMS Bounty* (1784) was for the discovery of plant genera useful for the feeding of slaves in the Caribbean islands, a subsidiary to the Triangular Trade. The West African slave trade grew from the latter part of the 15th century to the middle of the 19th century and was directed toward the regulation, continuance and subsequent suppression of the most profitable leg of the Triangular Trade and transborder enterprise ever in western Europe and North America and which provided further capital to fuel the British Empire[5]. Indeed, it may be argued that abolition of industrial and agricultural chattel slavery marked the end of that Empire and the American civil war marked the beginning of the American empire which took its place. The slaving trade employed a great many Shipmasters. Its British expression is important to the understanding of Shipmasters because of the strong influences of English law on maritime law in the Anglo-American Commonwealth and elsewhere as well as in the British technological advances in the Industrial Revolution on shipping worldwide. It is beyond the scope of this book to survey

The American Clipper Ship Flying Cloud under full sail, perhaps the most famous clipper ship of the Golden Age of Sail.
PAINTING BY ANTONIO JACOBSEN (1913) PHOTO VIA ZOOMVIEWER.

the history of these periods on which many good treatises have been written.

§ 1.4.7. The Golden Age of Modern Commanders (1845—1912). The common law of the Master in general stabilized prior to World War I after the conversion from sail to steam was well established. From ca. 1850 until 1912 was the so-called "golden age" of the Commander. This was the time of the American clippers and licensees and appointees were treated with great social respect and some were adulated for their derring-do. The clippers had large crews to handle them and Commanders and mates were tough and edged to brutality from time to time at the apotheosis of sail technology. Crew members could and did come from slavers, pirates, marauders and blockade runners and the use of alcohol among them was epidemic[6]. Citizenship was a catch-as-catch-can concept not as formalized as is the current case[7]. Commanders, officers and men served on long voyages with a market and statutory wage for the Commander of £10 a month in England, for example. However, by primage[8], smuggling and passenger fares, a Master in the East Indies trade from London could clear as much as £30,000 a year[9]. The conversion to iron from wood for hulls and from wind to steam for propulsion founded the current social, legal and technical climate for the Commander. In the Golden Age the Commander practiced the complex fusion of business and entrepreneurialism and technical seagoing and human capital management. The profession, as the medievally[10] recognized callings, required the finely tuned amalgam of experience, training, education and as finely placed judgment with the clear goal of voyage profit. As the surgeon's goal is to save lives with his art by an analogous alloy or the lawyer's role to bring his client justice by a similar alchemy, so the Commander's role – alien to most ashore – was by definition exotic as well as socially successful and financially profitable to those with the talents and intelligence and innate other abilities to accept the challenge of an occupation with extraordinary complexities but with a strong culture and tradition of guiding rules to assist the practitioner. The technological developments and trained and willing crews ended the Golden Age in fact which in which the ending was marked by the political events of World War I. All wars are proving grounds for new technology and shipping is no exception. Under the stresses of wartime economics and political wills the advantages of steam and steel and training and schedule leading to great simplicities of operation were tried and found in the belligerent crucible. The rapidity of the conversion to iron and steam left many well-found sailing hulls available for enterprising Commanders to buy and a goodly number became wealthy from the older technology placed in smaller trades well into the Great Depression[11].

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Part 5: Technologically-Driven Revolution in Shipping

§ 1.5.0. Shipmaster Efficiency and Technology. If a vessel and its means of propulsion are seen as the Shipmaster's tools and the Shipmaster is seen as a scarce economic asset emitting measurable manhours of productive utility applying his skills and knowledge, it becomes fairly evident that any increase in Shipmaster productive time put to use where his skills in vessel management at sea are most used are more efficient than otherwise. This means that a master in port, as a vessel, does not make money for the owners. Further, time spent in repairs and outfitting ashore is not efficient use of Shipmaster time at sea; time spent awaiting cargo ashore is inefficient use of his time. Moreover, time spent awaiting tide and not sailing is an additional inefficient use of his time; time spent in the voyage arising from the vagaries of wind and wave are a suboptimal use of his time and resources. Thus, one can conclude that not having a good time management system in place and a reduction of directly paid shore time for the master is important to his greater efficiency for what he is directly paid to do – to be at sea. This statement puts aside for the time the indirect payments made for vacation time, if any. Accordingly, addressing these inefficiencies within overall voyage revenue and profit, of which the Shipmaster was a cost among many, took a good part of the 19th and 20th centuries. Applied technology to shipping arising since 1800 has vastly improved the efficiency of owners and Shipmasters in doing what they do.

§ 1.5.1. The Technological Simplification of Shipping 1800 – 2000. The past two centuries have seen remarkable changes in the fundamental problem posed by shipping: moving a trading machine from point to point efficiently and predictably in order to make a reliable profit. Sailing as a method of propulsion has a venerable history but was of great unproductivity because of the requirements to tack or to await winds suitable for propulsion. The complexity of the sail system, which increased with ship size, caused problems and expenses of unreliability and increased risk of total failure. Therefore, the person most skillful in managing this complex system, the sail master, evolved into the Shipmaster in his technical side. The combination of carpentry expertise, sailmaking, cordage expertise, meteorological expertise, sailing expertise and logistical outfitting expertise were the keys to a successful sail voyage, all as managed by the Shipmaster. The business side of the owner's needs on the vessel could be met when not managing sailing at sea so the system was fairly efficient in the use of hours for the master as agent ashore and as sail expert whilst voyaging within the context of the overall sail-propulsion system as to the Shipmaster. However, another propulsion mechanism reducing the statistical variance of time and distance of a sail voyage and its complexities would greatly increase Shipmaster productivity and reduce overall financial risk. *Pro arguendo et par exemplar*, let us take a year of 8760 hours as the time scale and look at a sailing vessel with a wooden hull. One can reasonably estimate that one third of her time was spent at sea productively carrying cargo for 128 days or 2921 productive vessel-hours per year. Another third was spent awaiting winds and tacking in the cumulative general direction of destination but unproductively carrying cargo for 2921 hours. This model does not take into account deadleg voyages, a special case. Another third of the time or 2921 hours was spent in outfit and repair ashore and waiting cargo which was also unproductive vessel time. Thus, the vessel was 33% productive or 67% unproductive. The Shipmaster at sea was productively shipmastering for cargo and vessel transport utilization at sea one third his time or 2921 hours and unproductive 2921 hours. The time spent ashore, assuming a ten-hour day and five days a week or 50 hours for a week or 39% of his shore time was then 1139 hours productive work and 1781 hours unproductive work. The entire Shipmaster-vessel system was then 41% productive and 59% unproductive for cargo movement and therefore financial purposes. In today's parlance, there was room for improvement.

§ 1.5.2. Disruptive Technologies. Disruptive technologies when they became reliable addressed some of the inefficiencies of sail propulsion. While many technological developments of the 20th century changed shipping and the role of the Commander, it was the coincidence of steam engines and ferrous hulls and screw propulsion laid in the 19th century that gave an exponential leap in vessel and Shipmaster efficiency. The conversion from wood was a great simplification for large and small craft. It has been said that some 132 species of wood were necessary for the construction and operation of a capital warship. Each species of wood had its own mechanical characteristics, and those characteristics were designed into the ship to best advantage. Thus, the technology of iron displaced the need for wood in the mechanical specificities needed at the times of wooden-hull development. The number of carpenters carried was greatly reduced and finally eliminated. Iron was inexpensive, widely available, recyclable and quite fitting in its mechanical properties for hulls. Repair and maintenance costs for iron were small compared to wood and with steel in place of iron even smaller.

§ 1.5.2.1. The Watt Steam Engine. The first disruptive mechanical technology was the Watt steam engine in 1774, an improvement over the Newcomen engine. The first commercially successful engine that could transmit continuous power to a machine was developed in 1712 by Thomas Newcomen (preceded by *Savery, et al.*). James Watt (1736-1819) improved it by removing used steam to a separate condensate vessel thereby improving the work output per unit of fuel input. By the 19th century, stationary steam engines powered the Industrial Revolution and steamships. Hence with

steam power on hulls, the variance of tacking and distance and speed were minimized, greatly improving voyage net times from departure to arrival and taking out the inefficient time spent by the master in continual sail technology application.

§1.5.2.2. Ericsson Screw Propeller. The second major advance was John Ericsson's (1803-1889) screw propeller. The Ericsson screw propeller had may advantages over the paddle wheel and was better fitted to iron hulls than wooden hulls because of the energy transmitted to the hull by the screw method. The introduction of the stern tube and thrust bearing made the screw propeller and ferrous hull an integrated whole irrespective of vessel draught.

The Curacao was the first steamship to cross the Atlantic Ocean. It made the voyage in 28 days; sailing ships took forty days to cross.
Etching by Willem Hoogkamer from drawing by C van der Hart (1800-1864)
PUBLIC DOMAIN – CREDIT F.G. WALLER BEQUEST, AMSTERDAM

§1.5.2.3. Ferrous Hulls. The third was the acceptance of the all-ferrous hull. Wooden hulls require an inordinate amount of time for repair and refitting after every voyage as well as expense in labor and materials. Wood degrades compared to iron and is dimensionally less strong in marine applications. The rise of iron and then steel hulls greatly reduced the time involved for voyage repair and refitting because of the material's innate durability and the ease with which it can be worked as a uniform material. The need for Shipmaster to be continually present during such activities and the need for him to manage crew remaining, if any, for outfitting and repairs is greatly reduced thereby.

§ 1.5.2.4. The Events as They Happened. The first successful oceanic steamship was the *Curaçao* (1827) (Rotterdam - Paramaribo). The paddle-wheel was abandoned in favor of the Erickson screw propeller by *Archimedes* (1839). The *Great Britain* (1847) was the first iron-hulled screw propeller steamship crossing the Atlantic. The *Victorian* (1904) crossed the Atlantic with a Parsons steam turbine engine. The *Iroquois* (1888) was the first steel-hulled steamship. The *HMS Dreadnought* was launched in 1906 marking the beginning of the modern steamship with ferrous hull and turbine engine and modern hydrodynamic design. The *Fairsky* (1984) with a reciprocating Diesel engine marked the demise of the steam turbine plant which is now used for specialty hulls. These advancements were possible with the proper application of Newtonian physical Sovereigns and Carnot's thermodynamic principles and Froude's hydrodynamic principles. The first modern book on quantitative naval architecture[12] was published in 1746. The Royal Institute of Naval Architects was formed (1860) followed by the Society of Naval Architects. The Marine Engineers (U.S.) (1893) was preceded by the American Society of Naval Engineers (1888). Each remains in existence.

§1.5.3. Iron Hulls, Steam Propulsion, Exponential Change. Either iron hulls or steam propulsion alone would have caused great shifts; the combination was extraordinary. The technology of sails on large ships with the manual labour necessary for sailing was eliminated by steam propulsion. The ripple effect from these two technologies and their engineering design techniques being adopted was pervasive.[13] Technological changes create behavioral changes which beget legal changes which affect the Commander. In addition to inspections and various safety matters concomitant with the change in sundry ways important in law, the ability to keep a regular schedule had a pervasive and strong influence after the technology change was well established. A schedule permits sailing predicated on calendar and time and not on cargo arrival and event. Hence, sailing departures were time-driven and not event-driven and shifted the risk of the vessel leaving without cargo to the cargo owner and shipper and not the vessel. Therefore, the terms and conditions of carriage were changed to reflect that reality. Further, by using time and lateness or earliness as the arbiter of cargo presence (or absence), a good deal of accuracy and precision could be designed into the logistical system. It meant, for example, that the ship did not have to wait until fully laden, which reduced wharfage, labour costs, other port fees and the like. It emphasized the old saw that a ship in port does not make money and led eventually to the four-hour port calls of today which, when combined with unitized cargo, result in the simultaneous loading and discharge of large amounts of cargo in a very short port time. Scheduling complemented the Venetian system of the carriage of Third-Party cargoes by the vessel and transformed vessels from

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Shipmasters>>> Cont'd from page 31

machines interconverting time, distance and money into machines as transportive carriers keeping those same streamline interconverting trade functions. The technological changes of steam propulsion impelled licensing for Masters.

> ***"...the ability to keep a regular schedule had a pervasive and strong influence after the technology change was well established"***

§1.5.4. The Effects of the Disruptive Technologies. A voyage can be more productive by reducing tacking and waiting time. The same thing is that the vessel could make two voyages to one under sail. So, the 3000 ton-miles carried by sail could be 6000-ton miles by steam fully operating with the Ericsson screw propeller and a ferrous hull with a steam engine. Hence steam and the screw propeller alone increased vessel productivity pro arguendo 100% by this measurement and similarly Shipmaster productivity by the same amount over sailing while at sea. Ferrous hulls reduced outfitting time by 80% so that overall, the combination of steam propulsion, the screw propeller and ferrous hulls within less than a century had increased overall Shipmaster-Vessel productivity abruptly and substantially compared to its productivity using sail and wood.

§ 1.5.5. Secondary Technologies: Unitization of Cargo, Scheduling and Diesel Engines. The combination of the three Sovereign technologies fostered unitization of cargo, scheduling and diesel engines to replace steam engines. Unitization reduces the number of times the cargo is handled on the carrier's side shifting. Scheduling shifted the risk of waiting for cargo to the shipper and not the vessel. By 1970 in unitized cargo container trades, ships sailed on fixed schedules no matter the amount of cargo carried or not carried and almost eliminated human-caused cargo losses shoreside. The novelty of fixed scheduling in the end reduced costs for shippers who came to rely on the schedules as a logistical variable in just-in-time deliveries and reduced inventory carrying costs by using the inbound vessel as a warehouse paid by freights with no payment of warehouse fees. The steam engine reached its technical apotheosis in the 1960s and the diesel engine with the advent of new metallurgy gained its foothold as a simpler and more reliable method of propulsion with lesser maintenance costs and on occasion greater power density and less labor direct costs than steam plants. The complications of the advanced steam plant and its lengthy personnel training were put behind with the simplicity and fuel economy of the diesel engine except for very large crude oil carriers and ore carriers, some of which still use steam plants. Nuclear-powered naval vessels continue to use steam turbine propulsion of course. Nuclear propulsion has proven ineffective for daily commercial use but is used in certain special applications such as ice breaking.

§ 1.5.6. Tertiary Technologies. The tertiary technologies of electronic ranging, communications and navigation systems reduced the uncertainties of Shipmasters and shoreside managers. Precise positioning by satellite means and weather-routing reduced cargo damage and insurance premiums for shippers as well as vessel damage and groundings. Radar reduced collisions and allisions. Nowadays, the Shipmaster spends productive time in his profession of carrying cargo or moving the vessel to more cargo. No longer does he waste his time tacking or dealing with the vagaries of wind. No longer does he spend his time outfitting. No longer does he spend his time awaiting cargo in the line trades. He has become quite economically efficient within the greater system of propulsion, engines, and economic management.

End Notes:

1. Commencing with Charles Abbott., Barrister of the Hon. Soc. of the Middle Temple, Later Lord Chief Justice and Baron Tenterden (1762-1832), A TREATISE OF THE LAW RELATIVE TO MERCHANT SHIPS AND SEAMEN, 1802. The author is privileged to be the steward of the first edition of the book in his library.
2. Charles Abbott, 1st LD. TENTERDEN (1762–1832), Ld. Ch. Just., b. 7 Oct. 1762, Canterbury; entered Corpus Christi College March 1781; B.A. (Oxon.) 1785; admitted Middle Temple; called Inner Temple 1796; joined Oxford circuit; practitioner; Abbott drew from materials theretofore neglected: the jure civile; foreign maritime codes; Roccus' NOTABILIA (DE NAVIBUS AT NAULO, commentary on the Just. Dig.); Robert Joseph Pothier (1699-1722) A TREATISE ON THE LAW OF OBLIGATIONS OR CONTRACTS (reprint 1806); A TREATISE ON THE CONTRACT OF SALE (reprint 1839); A TREATISE ON QUASI-CONTRACT CALLED PROMUTUUM AND ON THE CONDICTION INDEBTI (reprint 1988) and Balthazard-Marie Emerigon, AN ESSAY ON MARITIME LOANS (English trans. 1811), A TREATISE ON INSURANCES (1783) were consulted. His treatment of legal questions was novel; English law books were crude case compilations. Abbott illustrated principles by cases earning high praise. The book was successful to an extent not often realized by a legal author; edited by Messrs. Just. Shea, Story; was a clear and simple. Offered 1808 bench; declined to leave practice; did not take silk. On 4 Nov. 1818 made Ch. Just.; April 1827 peer; bd. Foundling Hospital where governor. See Sidney Lee, DICTIONARY OF NATIONAL BIOGRAPHY (1893) *Smith, Elder & Co.*
3. Dixon, Francis B., THE LAW OF SHIPPING AND MERCHANTS' AND LICENCEE AND APPOINTED SHIPMASTERS' GUIDE, 3d ed., Henry Spear, 1873.
4. Toremar apud Beckman, 93.
5. HERMAN, ARTHUR, TO RULE THE WAVES, HOW THE BRITISH NAVY SHAPED THE MODERN WORLD, (2005) Harper Perennial. The fact was perhaps in a small way mitigated by slaving Shipmaster John Newton (1725–1807) finding true religion and composing the paean "Amazing Grace" (ca. 1765).
6. Toremar, 41.
7. PERL-ROSENTHAL, Nathan, CITIZEN SAILORS: BECOMING AMERICAN IN THE AGE OF REVOLUTION (2015) Harvard U. Press.
8. The setting aside of space on the vessel for the Masters' trading account.
9. Toremar, 15, 43.
10. Clergy, law and medicine.
11. Villiers, Alan, ed. MEN SHIPS AND THE SEA, Rounding the Horn in a Square-rigged Ship, Grace Harwar (1973), National Geographic.
12. Pierre Bougguer Traité du navire, (1746).
13. The conversion from rivets to welding and from iron to steel materials was merely a simple next step in the metalization of ships. Similarly, the shift from expansion engines to turbines was a small step in the scheme of things

IFSMA Secretary General's Report

IFSMA Working to Get Crew Changes Back on Track

by Commodore Jim Scorer

As the pandemic still rages on, there is some good news in the form of more companies developing a COVID-19 vaccine which are now starting to get clearance for use around the world. November saw the IMO issue a Resolution covering the revised Industry Crew Change Protocols for States to adopt and also encouraging States to treat seafarers as key workers. This was followed in December by a Resolution from the United Nations General Assembly and the ILO for States to treat seafarers as key workers so that they can be treated alongside others when the new COVID-19 vaccinations become available. Hopefully, we will hear more about this in the New Year. Much work is ongoing across the industry to lobby nations on your behalf and a group of us, led by the International Chamber of Shipping, are working on how we can get S seafarers vaccinated and ways in which you can be certificated for free movement around the world.

There seems to be so much going on around the world with a lot of media coverage, that we have decided that we will now continue for the time being with a newsletter every month until things start to get back to some sort of normality. I hope that this will be sooner rather than later.

For those of you out at sea and overdue a crew change, rest assured we are doing all we can to try and get crew changes back on track. Again, I remind you to keep a weather eye out for fatigue in your crews and to remember that you are the one with the ultimate responsibility as the shipmaster. You will recall that I have discussed this issue with the International Transport Workers' Federation and whether you are in a union or not, they will be behind you if you feel the need to stop your ship from sailing if you consider it to be unsafe and you do not get the required support from your company or you receive any adverse repercussions from your decision to take such action. Otherwise, stay safe and look after yourselves and your crews. Do keep us in the HQ informed of any difficulties you might have or if you need to seek advice.

Japan's First LNG-fueled PCTC Delivered

In October Nippon Yusen Kaisha (NYK) took delivery of Sakura Leader, a pure car and truck carrier (PCTC) capable of steaming with only LNG as the ship's main fuel. The vessel was built at the Shin Kurushima Dockyard of Shin Kurushima Toyohashi Shipbuilding Co Ltd and will be managed by NYK Ship Management Pte Ltd (NYKSM).

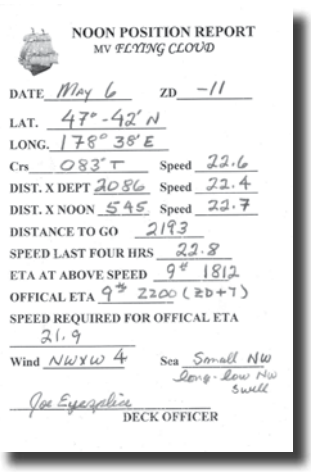
Sakura Leader is the first large LNG-fuelled PCTC to be built in Japan. It is claimed that vessel modification and the switch to LNG will make a ship up to approximately 40% more energy efficient (by reducing CO2 emissions per unit of transport) compared to ships using conventional heavy oil-fired engines. It is understood that the vessel is also expected to reduce sulphur oxide (SOx) emissions by approximately 99% and nitrogen oxides (NOx) by approximately 86% compared to ships using conventional heavy oil-fired engines. The vessel will certainly be contributing to clean marine transport in the global trade of vehicles carriage.

The Sakura Leader PHOTO: ©NYKSM.

NYK Group's medium-term management plan is known as: Staying Ahead 2022 with Digitalization and Green. In accordance with the plan, environmental, social and governance (ESG) criteria have been incorporated into each Group company's business strategies. As part of the NYK Group, NYKSM will continue to strive to achieve optimal balance between the environment and the economy to contribute to a sustainable society.

Is the Noon Slip Obsolete?

Over the past few years, the Internet of Things (IoT) has emerged as one of the most important technologies of the 21st century. Now that we can connect everyday objects – kitchen appliances, cars, thermostats, baby monitors – to the internet, seamless communication is possible between people, processes, and things. And this megatrend is increasingly moving into the industry, where the Industrial Internet of Things (IIoT) has enormous potential benefits to maritime operations.



NOON POSITION REPORT
MV FLYING CLOUD

DATE May 6 ZD -11
LAT. 47°-42' N
LONG. 178° 38' E
Crs 083° T Speed 22.6
DIST. X DEPT 2086 Speed 22.4
DIST. X NOON 545 Speed 22.7
DISTANCE TO GO 2193
SPEED LAST FOUR HRS 22.8
ETA AT ABOVE SPEED 9th 1812
OFFICAL ETA 9th 2200 (2D+7)
SPEED REQUIRED FOR OFFICAL ETA 21.9
Wind NWxW 4 Sea Small NW long-low NW swell

Joe Eyesopkin
DECK OFFICER

In fact, according to McKinsey, if businesses and policymakers get it right, linking the physical and digital worlds could generate up to $11 trillion a year in economic value by 2025. And what is most exciting for the maritime industry as a whole is that maritime infrastructure, vessels, and equipment are to a large extent already smart, meaning they are already filled with sensors and able to communicate information. The last piece of the puzzle is to simply make the connections.

Edge computing in the maritime industry

However, while the technology to connect maritime sensors and equipment exists, a key extra challenge has been how to handle the complexity of a large number of different connection interfaces and data protocols of onboard equipment and sensors. Due partly to this complexity, the industry at large has been somewhat behind the curve in IIoT adoption.

But now we are in a new era. Up-and-coming maritime technology providers are developing IoT devices that are capable of collecting vessel data from a far wider range of maritime data protocols, in addition to the ability to run apps locally. The result is something called "edge computing". The benefits of edge computing are that apps that are available to the crew do not suffer from limited communication or latency issues offshore and that collected data can be stored and processed locally.

What this means for the noon report

Vessel operations and the global maritime supply chain are increasingly complex and interconnected. Efforts to optimize vessel performance, streamline processes, and optimize supply chains must therefore be supported by the ability to examine every process component and supply chain link in granular detail.

The noon report is the most used form for monitoring vessel operations and performance. But due in part to the complexity above, what started out as an innocent position report has slowly but steadily evolved into a monster – with various formats of noon reports being provided to not just ship owners and managers, but also charterers, sub-charterers, weather providers, ports and terminals, oil majors, commodity traders, agents, and more. Historically, all this data has been manually collected by the crew, and some noon reports have become so elaborate that it takes several hours to collate all the data required from different areas of the ship.

IIoT solutions built for the maritime industry are uniquely positioned to solve all this complexity. With these solutions, data directly from your engines, flowmeters, vessel management system, or navigation equipment can be drip-fed into your reporting. And depending on the solution you work with, it is possible to not only collect generic data points, but also interface with equipment or sensors that are unique performance indicators to your operation.

This means data that is more reliable, from a wider variety of sources, and in much higher resolution – a potential game-changer for operations, as independent research shows that there is a ten-fold improvement in uncertainty achieved using a continuous monitoring set relative to a noon report dataset (*Ship Operational Efficiency: Performance Models and Uncertainty Analysis*, Lucy Gemma Aldous 2015). The automated collection of data is also valuable in terms of drastically reducing the administrative workload for your crew and minimizing the chance of human error.

But just as important as collecting data is the ability to put it in the hands of people who can make use of it. Obvious ways that it can be accessed and used are in the apps running on the IoT edge device, in the cloud, or as an Excel

Continued page 37 >>>

ABB Marine & Ports Opens Stress-Test Lab for Cyber Threats to Shipping

PHOTO BY: ABB MARINE & PORTS

ABB Marine & Ports' cyber security laboratory opens at a key moment in shipping's digital development. Stricter maritime cyber security rules entered into force on January 1, 2021. In line with these rules set out by the International Maritime Organization (IMO), the new laboratory features hardware and software systems developed to help shipowners and operators combat the maritime industry's growing cyber security risks. Customers are now being invited for virtual demonstrations of the laboratory's systems and capabilities.

With the rise of smarter, more connected systems, IMO urges all shipping companies to demonstrate that cyber threats have been part of every vessel's Safety Management Systems (SMS) risk assessment from 2021 onwards. According to IMO's guidelines on maritime risk management, "ships with complex cyber-related systems may require a greater level of care and should seek additional resources through reputable industry and government partners."

Ahmed Hassan, Head of Cyber Security, ABB Marine & Ports stated, "Cyber security is not a product but an evolving target which needs constant monitoring, managing and updating. As a single vendor offering operating technology (OT) and cyber security, we recognize that managing cyber security is a careful balance between risk, functionality, and cost. The principles of cyber security must apply across all maritime stakeholders, from designers and builders, to owners, operators and crew; and from classification societies to universities and research bodies, government departments and insurers."

ABB Marine & Ports' new laboratory will offer cyber security support for shipping companies at all stages of digitalization and has the flexibility to meet various levels of cyber security requirements. While some companies may only require a one-off assessment of existing OT installations, others may need a long-term approach with continuing support.

New services offered by the ABB Marine & Ports cyber security lab include:

1. Reference architecture that targets network segmentation and segregation
2. Enforcing security policies to zones and conduits
3. Ability to monitor network traffic and act on vulnerabilities
4. Ability to collect and manage security logs for the control system components
5. ABB Ability™ Cyber Asset Inventory solution, which discovers and records system inventory, as well as notifies about vulnerabilities
6. Event monitoring, which enables sending alerts to crew members as well as ABB Ability™ Collaborative Operations Centers worldwide

Mr. Hassan concluded, "Our systems have been developed to address the very latest threats and solutions available in cyber risk management. The new cyber lab confirms our position as a front-runner in the field of maritime security compliance."

ABB Marine & Ports: ABB Marine & Ports supplies world-leading technologies that are driving the evolution of sustainable shipping. Electrical propulsion, data-driven decision support and integrated solutions for ship and shore from ABB are paving the way to a zero-emission marine industry, providing greater efficiency and reliability to shipowners, and preparing vessels to meet the demands of tomorrow. Our automation and electrical solutions are making port and terminal operations safer, greener and more productive. ABB Marine & Ports operates in 26 countries and has 2,000 employees. www.abb.com/marine

Charterers' No Crew Change Clauses a Threat to Seafarers and Safe Navigation

IMO Secretary-General, Mr Kitack Lim, has spoken out against no crew change clauses by charter-parties, stating that, " Such clauses exacerbate the mental and physical fatigue among exhausted seafarers, undermine compliance with the provisions of the Maritime Labour Convention, 2006, as amended (MLC, 2006) and further threaten the safety of navigation." IMO the industry and seafarers in this regard.

International organizations made statements at the latest meeting of IMO's Legal Committee, LEG 107, to condemn the use of "no crew change" clauses in charterparties. The Committee invited submissions on the matter to its 108th session, scheduled to take place in July 2021.

So-called "no crew change" clauses, which are demanded by certain charterers, state that no crew changes can occur whilst the charterer's cargo is onboard – hence not allowing the ship to deviate to ports where crew changes could take place. IMO's Seafarer Crisis Action Team (SCAT) has been made aware of this worrying development in recent weeks.

In a strong statement (issued via circular letter on 18 December), supported by the International Labour Organization (ILO), Mr Lim called upon all charterers to refrain from requesting to include "no crew change" clauses in charterparties, and further called upon shipowners and operators to reject them if they are demanded. He added that alternative contractual clauses that do allow for crew changes during the pandemic are available and should be utilized.

"Resolving the crew change crisis requires the best efforts of all stakeholders. The elimination of the use of "no crew change" clauses is just one of those efforts," the Secretary-General stated, as he reaffirmed the commitment of the Organisation to assist all Member States,

As the crew change crisis now enters its tenth month, hundreds of thousands of seafarers remain onboard ships well beyond the expiration of their seafarer employment agreements, some not being paid and all unable to be repatriated. A similar number remain unable to join ships, and as a result find themselves unable to begin their contracts and earn a living. The situation continues to constitute a humanitarian crisis that threatens not only seafarers' health and wellbeing but also the safety of navigation and the uninterrupted flow of the global supply chain. Policies or practices that prevent or inhibit safe, regular crew changes should be revised or eliminated.

As of 18 December, 46 IMO Member States and one Associate Member* have designated seafarers as key workers. This is essential to exempt these professionals from specific COVID-related travel restrictions, allowing them to travel between their country of residence and ships, and to be repatriated at the end of their contracts. There have also been some encouraging signs of progress in the application of the industry-developed framework of protocols for ensuring safe crew changes and travel during the pandemic, which were endorsed by the Maritime Safety Committee and circulated as MSC.1/Circ.1636 (Dec 2020).

The plight of stranded seafarers is highlighted in an IMO video featuring seafarers who describe the challenges they have faced due to the pandemic, and the impacts of the ongoing crew change crisis on their physical and mental health.

**Member States: Azerbaijan, Bahamas, Bangladesh, Barbados, Belgium, Brazil, Canada, Chile, Cyprus, Denmark, Dominica, France, Gabon, Georgia, Germany, Ghana, Greece, Indonesia, Iran (Islamic Republic of), Jamaica, Japan, Kenya, Kiribati, Liberia, Marshall Islands, Moldova, Montenegro, Myanmar, Netherlands, New Zealand, Nigeria, Norway, Panama, Philippines, Republic of Korea, Romania, Saudi Arabia, Singapore, South Africa, Spain, Sweden, Thailand, United Arab Emirates, United Kingdom, United States, Yemen and Associate Member: Hong Kong (China)*

IMO Applauds the Neptune Declaration

IMO Secretary-General Kitack Lim has welcomed the industry-led Neptune Declaration, which calls for seafarers to be designated as key workers and for cooperation to end the crew change crisis, which is not only putting seafarers in a desperate situation but also threatening the safety of shipping and world trade. Hundreds of thousands of seafarers around the globe are unable to leave ships, while others cannot join, due to travel restrictions imposed as a result of the COVID-19 pandemic.

Mr. Lim stated, "I am pleased to see the industry come together under the Neptune Declaration to support ways to resolve the crew change crisis. This very much reflects the calls made by IMO, its sister UN entities and more recently the United Nations General Assembly, in its recent resolution on seafarers. I encourage more companies, including charterers, to get involved and show their support for our seafarers."

More than 600 companies and organizations have signed the Neptune Declaration on Seafarer Wellbeing and Crew Change.

The two-page Declaration begins:

> The Covid-19 pandemic has created an unprecedented crew change crisis which has led to hundreds of thousands of seafarers being impacted and, in many instances, left stranded on ships, beyond the expiry of their contracts. Despite significant efforts by international organizations, governments, industry associations, labor unions, NGOs and individual companies including the adoption on 1 December 2020 by the UN General Assembly of a resolution on International cooperation to address challenges faced by seafarers as a result of the COVID-19 pandemic to support global supply chains, the issue is still far from resolved. This is not an acceptable way to treat seafarers, who are the frontline workers of the maritime industry carrying 90% of global trade. Fatigue after extended periods at sea has significant consequences on the physical and mental wellbeing of seafarers. It also increases the risk of maritime incidents and environmental disasters and poses a wider threat to the integrity of global supply chains, which depend on safe and reliable maritime transport.

To date, the IMO Secretary-General has received 53 notifications from Member States that they have designated seafarers as key workers and one from an Associate Member Secretary-General Lim urged more Governments to designate seafarers as key workers. He also highlighted IMO's World Maritime Theme for 2021, *Seafarers: at the Core of Shipping's Future.* The choice of theme recognizes the efforts of seafarers who have shown tremendous fortitude and perseverance in continuing to deliver global trade during the current unprecedented situation the world is facing.

To see the Declaration and the signatories go to: https://www.globalmaritimeforum.org/content/2020/12/The-Neptune-Declaration-on-Seafarer-Wellbeing-and-Crew-Change.pdf)

Noon Slip >>> Cont'd from page 34

export. But perhaps the most exciting way is through the unsung hero of our connected world – the API (Application Programming Interface). APIs are the engine that enable different pieces of software to exchange information.

With APIs that already exist today, maritime businesses are able to access performance and reporting data in a uniform way not just from individual vessels, but across their whole fleets. And they are able to share and use it in multiple ways – with their supply chains for on-the-fly efficiency and performance gains, for research, compliance, and more in their own tools, dashboards, and apps. APIs are not only an integration technology but a key strategic asset in the digital transformation of the maritime industry.

Leverage better data and rev your growth engine

With the right data integration and management platform, maritime businesses can finally leverage their data's strategic value, improve operations, increase profits, and strengthen relationships with customers, partners, and suppliers. In manufacturing, it is already recognized that IIoT-powered analytics is no longer a "nice to have." Companies that seize the opportunity presented by IioT now, are going to develop strong competitive advantages in an oversupplied market that will help them power through 2025 – and maybe pick up some of that value predicted by McKinsey.

To find out more about how access to data is going to transform the maritime industry, please visit:

https://onboard-platform.com/

Join Forces with America's Master Mariners

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

CAMM's issues are your issues

CAMM is active on issues that are of concern to masters and those working in the maritime industry. CAMM currently has 22 positions of support or opposition to major issues affecting mariners. Some current positions focus on the Criminalization of Shipmasters, Ports of Refuge, Watch Stander's Fatigue & Task-based Manning, and Regulatory Burden on Ship Masters. A CAMM Position is a statement which has been voted on by the membership at CAMM's Annual General Meeting and expresses the majority opinion of the membership.

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership

Mission Statement: 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.

FOUNDED 1936
THE COUNCIL OF AMERICAN MASTER MARINERS, INC.
INCORPORATED 1963

Dedicated to supporting and strengthening the position of American Master Mariner

Captain Cal Hunziker, CAMM President and IFSMA VP, at the IFSMA AGA in Baltimore, MD 2017

Captain RJ Klein, CAMM Executive VP; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, President CAMM Baltimore/Washington Chapter

Above: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference. Below: Captain George Quick makes a point about autonomous ships at CAMM 2017.

Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

☐ At Sea: Position: _____ Vessel:_____Company: _____

☐ Ashore: Position: _____ Vessel:_____Company: _____

☐ Retired: Position: _____ Date: _____Company: _____

☐ Cadet: Academy: _____Expected Graduation Date: _____

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

Membership Class: Please check. See CAMM Constitution for more details of class requirements. All members must be U.S. citizens with the exception of AF membership.

R - Regular:
- ☐ (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on 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:
- ☐ (A) U.S. Military equivalent of Master's license; maritime official serving in an executive, administrative or operational capacity; Person of Distinction in maritime fields of: education, training, research, regulation or government.
- ☐ (AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.
- ☐ (AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.
- ☐ (AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.

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

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

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

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

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a $115 check ($75 annual dues + $40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Membership Vice President, 2907 Shelter Island Dr. #105-606, San Diego, Ca. 92106-2797. Email: Captzeluff@mastermariner.org

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: _____

App July/2018

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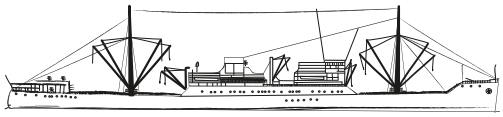

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