



\$4.00 USD

Sidelights

2024 Vol. 54, № 1

Published by the Council of American Master Mariners, Inc.



The AGM Issue

Celebration of WWII Merchant Marines

Port NOLA: Adapting to a Changing Economy and Industries

America's Largest Maritime Operational Area Faces Challenges

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and Captain George Quick



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capsandberg@mastermariner.org

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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.

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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.

Mailing Address: 6208 Pier Ave.
Fairhope, AL 36532

NEW ORLEANS

Captain Ed Higgins, President
504-394-6866
capthiggins@mastermariner.org

The New Orleans Chapter has suspended all meetings until further notice. Anyone interested in helping revitalize this historic chapter, please contact Captain Roth (captroth@mastermariner.org), Captain Hartnett (capthartnett@mastermariner.org), or Captain Higgins (capthiggins@mastermariner.org).

HOUSTON

Captain Michael J. McCright, 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.

Mailing Address:
4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President
pilgrimii@bellsouth.net

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

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813-907-1337
captmichaelson@mastermariner.org

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Mailing Address: 17706 Grayeagle Road,
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Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's in Bellevue.

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Paul Siracusa, President
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Meetings are held the first Friday of every month through May at the Twigs Restaurant in Vancouver, WA.

801 Waterfront Way, WA 98660

South Pacific Region

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Captain Mike Jessner, President
717-721-4276
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

Mailing Address: 6381 Balmoral Dr.
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Captain Nicholas Lewis, President

360-977-9299
captlewis@mastermariner.org
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Mailing Address: 133 Leeward Court,
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If you are interested, contact Captain Aaron A at Sidelights.ads@mastermariner-us.org

To for rates and information they should go to <http://www.mastermariner.org/sidelights-home.html#advertising>

Issue	Submission	Release
Spring	March 20	April 15
Summer	June 10	July 1
Fall	October 20	November 15
Winter	January 20	February 15

CAMM Swag for Sale

\$10 Flash Drive
4 GB storage



\$25 Ceramic Coasters
Set of four



\$15 Mug
Blue 16-oz. insulated



\$15 Coffee Mug
Ceramic, 12-oz.

\$15 CAMM Notebook
Comes with CAMM pen



\$10 CAMM
Post-it/Pen set



CAMM Hat (New Item)
Embroidered Logo Baseball Cap
\$20.00



\$5 Lapel Pin
Not actual size

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

In This Issue



ON THE COVER

Vessel transits the Mississippi River in front of the Holiday Inn, New Orleans.

PHOTO BY ALEXIA RETALLACK

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Bellevue, WA 98006

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

PUBLICATION DEADLINES

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Spring	March 20	April 15
Summer*	June 01	July 01
Fall	Oct 20	Nov 15
Winter	Jan 20	Feb 15

*Subject to change dependent on CAMM Annual Meeting



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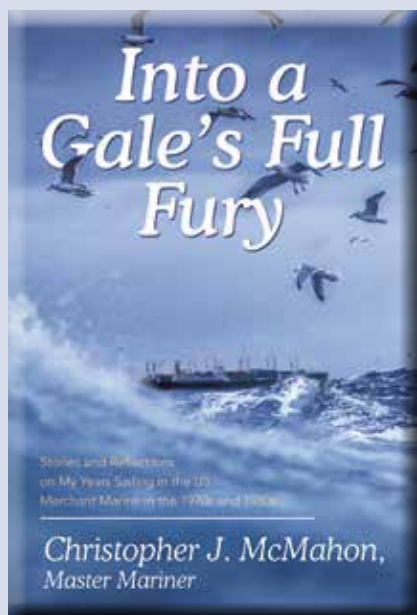
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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

Available from Amazon,
Barnes and Noble and most
book stores in both hard
and soft cover



Since humans first traded upon the sea, seafaring has been a lonely and dangerous business, sometimes fraught with such diverse challenges as unhinged crew members, unsafe ships, power-crazed captains, and a violent ocean. This was true in the 20th century as well.

In a fascinating narrative, seasoned master mariner Christopher McMahon offers true depictions of life aboard some of the more than twenty merchant ships he sailed on that were engaged in worldwide trade during the 1970s and 1980s. With candid detail, McMahon paints a vivid picture of life at sea while sharing tales about the ships and crews supporting the growth of a global economy. His stories, sometimes shocking but always entertaining, reflect the reality of seafaring in decades past while also pointing to the magic and mystery of the sea and to the enchantment that has always drawn humans to sailing the oceans of the world.

Throughout his accounts, McMahon shines an important light on the critical role the merchant marine plays in the strategic and economic health of America.

Into a Gale's Full Fury shares a glimpse into life at sea on merchant ships in the later part of the 20th century with tales of raging storms, bizarre captains and crews, piracy, and the magic of the sea.

Christopher McMahon is a master mariner of steam, motor, and sailing vessels.

He sailed on merchant ships engaged in worldwide trade. He is a graduate of the United States Merchant Marine Academy at Kings Point and served there as a professor, sailing master and deputy superintendent. He is also a rear admiral (upper half), USMS and was appointed in this capacity as a senior executive in several positions at the U.S. Department of Transportation, Maritime Administration and Naval War College. He has graduate degrees from several colleges and is an ordained Unitarian Universalist minister.

New Members and Changed Membership Status

Welcome Aboard New Members!

3596-S Captain Alaina Basciano

Resides in Baltimore, MD.

Works for American Maritime Officers.

3597-RU Joseph Riendeau

Resides in Boston, MA.

Works for American Maritime Officers.

Change in Membership Status

3499-RU Captain Matthew Abraham

Resides in Bainbridge, WA.

Works for American Roll-on Roll-off Carrier
Member since 2019.

Sponsored by Captain Kevin Coulombe.

Works for American Maritime Officers.

2124-RU Captain Richard Devins

Resides in Port Orange, FL.

Member since 1996.

Retired for 10 years.

3524-RU Captain Matthew Burns

Resides in South Lake Tahoe.

Member since 2020.

San Francisco Bar Pilot.

2024 Raffle Winners

1st Place - Captain Dru DiMattia 3593-RU

2nd Place - Captain Harry Rogers 2044 – RU

3rd Place - Mr. William Watson 3256 – A

Letters to the Editor

CAMM welcomes Letters 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.



*Captain
Joe Hartnett,
President #2193-RP*

CAMM: Moving Forward and Planning 2025 Conference

I would like to extend my apologies to our members for the delays in publishing this edition. We continue to encounter production issues and hope to have things back to normal soon. Please be assured that your Board of Governors has been working tirelessly to promote CAMM and continue our mission. I can report that our organization is financially solid, and we continue to enroll new members. I am looking forward to working with CAMM members to establish a CAMM chapter in Hampton Roads, Virginia.

Special thanks to our members who were able to attend and those that helped organize our successful annual meeting and professional development conference in New Orleans, LA. I would also like to thank the speakers who made presentations at the Professional Development Conference for their contributions to the event. Unfortunately, I could only attend the annual meeting via Zoom due to scheduled shoulder surgery. This year was the first time that CAMM combined events with the Apostleship of the Sea and the American Merchant Marine Veterans Association. Hopefully we will have the opportunity to meet with these organizations in the future. We are in the process of planning our 2025 annual meeting in Fort Lauderdale, Florida. Volunteers are always welcome to assist with our annual event.

I am pleased to report that the staff from Senator Kelly's(D-AZ) office reached out to CAMM prior to proposing his new national maritime strategy. Members of CAMM met with the staff during the Maritime Congressional Sail-In in Washington. Senator Kelly (D-AZ) and Representative Mike Walz (R-FL) are working together to introduce the "Ships for America Act", which is bipartisan legislation to revitalize the U.S. maritime fleet and the U.S. shipbuilding industry. I applaud Senator Kelly and Representative Walz for their efforts, CAMM will support them as needed to promote this vital legislation.

I sincerely appreciate your support for CAMM and its mission.

All the best,

Joe Hartnett
President

Making Our Way Forward



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

It has been a busy year! It was a pleasure to work on our 2024 Annual General Meeting and Professional Development Conference in New Orleans. It was a unique event and tremendously uplifting to see one of our own, Captain Kurkimilis (L-1553), being honored as a World War II Veteran during the closing Gala Event. My family was in "awe" to see General Dwight D. Eisenhower's daughter, Ms. Mary Jean Eisenhower, hand each of the 16 Merchant Marine Veterans their Congressional Gold Medals. It is a well-deserved

and long-time coming recognition of the Silent Generation's strong commitment and bravery to our country and maritime industry.

Having Texas A&M University's Maritime Academy Cadets at the event was incredible and helped showcase a bright future for the U.S. Merchant Marine. The amount of knowledge, experience, and breadth of age really created a learning and networking atmosphere for all.

In addition to the success of our closing ceremony, we had an engaging Professional Development Conference. Out guest speakers brought insight and ideas for improving the merchant marine operations. You can find more information about our 2024 event in this issue of *Sidelights* and on the website.

If you are interested in helping or have suggestions for our 2025 Annual General Meeting and Professional Development Conference, please contact our Events VP at captmesser-bookman@mastermariner.org or me at captroth@mastermariner.org. We are seeking those who wish to possibly speak or be on a panel for the 2025 event. AMO Stars Center has graciously opened their doors for our event which is tentatively scheduled in April of 2025. Please block your calendars now if you are not going to be at sea!

As for our dues and finances, we will end the year strong. The larger than usual Annual General Meeting and Professional Development conference had moments of high cost, but our sponsorships and registration cleared the cost leaving us with a

financial success. Most members are up to date with their dues. I sent out the latest dues request (with any arrears) in July. Please keep an eye out for the snail mail request. Unfortunately, I have had about 50 returned. I will be calling and emailing for updates on contact information for those returned in August.

It is important to market our endeavors. As we come off a strong year with momentum, it would be prudent to increase awareness of our mission, reach out to local congressmen through our local chapters, and keep the Merchant Marine as the hot topic to improve our economy. It is important now more than ever to keep Merchant Marine in the mix and remind the public that there are a variety of job opportunities in our industry. The benefits to our nation of having a strong Merchant Marine are imperative to supporting a strong nation and durable economy.

Here are some suggestions as ways to get involved. The most active path to staying involved is going to CAMM Local Chapter Meetings. I understand it is complicated when you are going to sea, but your knowledge is needed for us that have shifted to shoreside and pilotage. We can keep moving our mission forward in a positive manner if we better understand the challeng-



Texas A&M University's Cadets Carlos Achurra, Adriana Nuila, and Alli De-Young network with CAMM members to learn more about industry expectations.

CAMM PHOTO

es active mariners are enduring. If you are interested in getting fully involved, the USCG has Federal Advisory Committee Act (FACA) opportunities. In fact, they have over a dozen

Continued on page 12 >>>

For All the Good Ideas, There Are Consequences



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

On March 22, 1971, the SS *Texaco Oklahoma* completed loading fuel oil at the Texaco Refinery in Port Arthur. She and her crew of 44 let the lines go at 1600 to sail to Boston.

At the end of the day, it was the custom for the ratings to gather on the stern with their lawn chairs, beer and cigarettes. Stories and lies were told. By telling the stories and lies, there was a social life built among the crew, and the stove-piping between departments was partially overcome.

By the early 2000s, tanker crews had shrunk to 23 seafarers or less. The daily stern gatherings were something of the distant past, and, as a consequence of the *Exxon Valdez*, the ban on alcohol on the ship became very real.

So, when 1000 Coffee Time came, the smokers grabbed their coffee, and went to their rooms to smoke since smoking now was banned in the common spaces. The non-smokers may have stayed in the mess, but there were many fewer stories and lies than in the past.

Later, with the introduction of satellite TV, seafarers could go to the TV room and watch CNN during coffee.

There were many good things about these changes. The ability to keep up with what was going on in the world was a great innovation. The effects of smoking was reduced with the limitations on the time and places one could smoke.

The perennial problems associated with having alcohol aboard went away. The situation described by John Moynihan in his book, *The Voyage of the Rose City* pretty much disappeared:

"The next morning he and the third engineer came up on the bridge drunk out of their minds. The Third leaned over the console. 'Don't let those assholes down there influence you. They're all a bunch of derelicts.' His eyes were bloodier than the new morning sun.

"The Chief took over for him and covered it all up. But heaven forbid if a crewman was unable to function due to intoxication." (pp. 223-224)

We are at the cusp of many technological changes in our industry. Automation, internet, new fuels, all of these things will bring with them some great improvements, but

they will also bring with them their darker side. To prepare for the future, there are two things that we must do.

1. Reflect deeply on the dark side of these innovations.
2. Reflect on the social, mental, and spiritual impacts of these innovations.

This summer Texas A&M Maritime Academy installed a second Starlink system on the *TS Kennedy*. It could only be described as "fantastic." With a modest amount of personal discipline, I could take care of all my email, surfing and YouTube in the daily share of bandwidth I was allotted. I was even able to attend a National Merchant Marine Personnel Advisory Committee meeting online, and still have credits remaining.

However, as I was in my stateroom taking care of this shoreside business, I was not in the mess having coffee with the other crewmembers.

We had the ironic situation of having better communication with those ashore than with those on the vessel.

Last month, an official at the Seafarers International Union shared with me the story of a recent murder suicide. The ship had Starlink, and his house had Ring-type security cameras. While onboard, he watched his wife have an affair. This caused him greater and greater depression. When he signed off, he went home and killed his wife and himself.

I share this with you not to campaign against innovations like Starlink. This would be a useless waste of energy. Once the genie is out of the bottle, there is no putting her back in.

However, what we can do is maintain our humility and recognize our need for God.

We maintain our humility by acknowledging that we don't have these "things" under control. In many cases they are controlling us.

When we recognize our need for God, we liberate ourselves from the overwhelming responsibility when we have to be god.

The quality of life onboard ship has significantly improved since the *Texaco Oklahoma* sailed on March 22, 1971. Yet, the reports from the International Seafarer Welfare and Assistance Network tells us that seafarers' mental health is declining. Instead of trying some new innovation, maybe we can try the ancient remedy of entering into a deeper relationship with God. 🙏

Council Reports

Executive Vice-President

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

The Sail-In was productive. CAMM members met with Senator Kelly, AZ, who is also a former merchant marine. We pushed the message that we need ships and people – we need to build the ships and have people to put on them. There is a serious movement to look at waiving federal income tax for sailors, but it requires some thought. Foreign sailors receive this break but not US sailors. There is a concern that if federal income tax is waived that companies will reduce salaries. There are not enough votes in Senator Garamendi's district to sway the vote. Jeff Cowan is working on a Chief Mate APL as no one with sea experience has written it

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captcowan@mastermariner.org

No report.

International Relations VP

Captain Joe Hartnett #2193-RP
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See IFSMA report about upcoming Executive Council.

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captzabrocky@mastermariner.org

No report

Media VP

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

No report.

Membership VP

Captain Aaron Abraski, #
captarabski@mastermariner.org

It has been a fairly busy season for new members and change of membership status. It shows interest and need for maritime industry collaboration between

mariners.

As you can see, we are almost to 3600! Keep recruiting and spreading the word about our organization's value and networking abilities.

There is a National Level which provides:

- *Sidelights* Magazine which keeps you abreast of the current issues for Merchant Mariners
- Annual General Meeting – an avenue for members to express concerns and issues needed CAMM to advocate for throughout the upcoming year.
- Professional Development Conference – The ONLY Merchant Marine focused conference where mariners can collabo-



Captain Aaron Abraski presents Captain Jeanne Ferrer with her CAMM certificate of membership during the CAMM General Meeting in New Orleans.

rate with other mariners to learn more about current events and options to become more engaged at local, state, and federal levels.

- Emails and networking between members through logging into Membership Accountability System.

Then there are local chapters:

- Regular monthly meetings to learn more about local maritime operations and needs

- Local networking opportunities

Both national and local work together to strengthen maritime input for the mariner by the mariner.

If you have any questions on membership, please contact Aaron Abraski at captarabski@mastermariner.org.

Events VP

Captain Tuuli Messer-Bookman # 3393-S
captmesser.bookman@mastermariner.org

No report.

New York Metro Report

Captain George Sandberg, #1919-RU
Chapter President

For meeting information contact Captain George Sandberg: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP
President

Our port has been dealing with the Dali maritime incident. Six people died. We are looking at hazard identification and infrastructure. There was significant action taken by the Maryland pilots to help get ships in and out of the few spaces that were available. There have been care packages taken to the crew onboard the ships still in port because of the incident. The Chapter splits its regular Tuesday meetings between two places.

Port Everglades/Miami Report

Captain Paul Coan, #3021-RU,
Chapter President

Check the Chapter website for up-to-date information.

Tampa Bay Report

Captain Mike Michelson, #3100 RU
Chapter President

Check the Chapter website for up-to-date information.

Mobile Bay Report

Captain Jerome "Rusty" Kilgore
Chapter President

Check the Chapter website for up-to-date information.

New Orleans Report

CE Horace George, #3223-A,
Chapter Secretary

Unfortunately, New Orleans has become inactive. If you are interested in taking the con of New Orleans Local Chapter, please contact captroth@mastermariner.org.

Houston Report

Captain Michael McCright, #2753-S
Chapter President

Previously, Houston Chapter has been syncing meetings with Nautical Institute. The Texas A&M University Maritime Academy CAMM Cadet

Chapter is hoping to set up a meet and greet this fall for both the Houston and Cadet Chapter. If you are interested in attending or setting up another Houston Chapter meeting where cadets are able to come, please email captroth@mastermariner.org.

Texas A&M Cadet Chapter

Chapter Report

They have actively been meeting twice a week! They are continuously reviewing USCG Examination topics. If you wish to come to 7 for 7 meeting, please email captroth@mastermariner.org. They have also started fundraising for the Annual General Meeting and Professional Development Conference. They are hoping to raise enough funds to send 4-6 cadets. If you wish to sponsor a cadet or donate to the CAMM, please captroth@mastermariner.com.

Los Angeles/Long Beach Report

Captain Michael Jessner, #3396-RU
Chapter President

Check the Chapter website for up-to-date information.

San Francisco Bay Area Report

Captain Nicholas Lewis # 3034 RU
Chapter President

Captain Samaro Bannister, Master of ational to drop all fees to Midshipmen in order to belong to a CAMM Cadet Chapter

Columbia River Report

Captain Bill Good, #1924-RU
Chapter Secretary

We currently meet first Friday of every month September through May. Please see the Chapter web page for the

Continued on page 12 >>>

Hampton Roads Chapter Relaunches



Port of Virginia. Photo courtesy Port of Virginia.

The Hampton Roads Chapter of the Council of American Master Mariners is relaunching.

Captain Patrick Wright has taken the helm in the effort to bring together all interested mariners from the entire Chesapeake Bay region and beyond who would like to participate. The Chapter is open to all membership levels.

Captain Wright asks that anyone interested in participat-

ing contact him at hawsepipe.maritime@gmail.com.

First order of business will be to discuss meeting locations and to set a date for the initial meeting to kickoff the relaunch.

Find more information about being part of the Council of American Master Mariners at <https://www.mastermariner.org/#member>.

Council Reports >>> Cont'd from page 11


latest information. Meetings are held at the Twigs Restaurant in Vancouver, WA
801 Waterfront Way
Vancouver, WA 98660
360-726-4011

Seattle PNW Report

Captain Doug Subcleff, #2329-RU

Chapter Secretary

The Seattle Chapter is very active. We meet the 2nd Thursday at the Yacht Club. We have between 10 and 15 people. At Valentine's lunch, there are many more as the spouses join us to honor

them and female merchant marines. In October, we pick a maritime member to honor as Maritime Member of the Year. We also have a charity golf tournament to support the Youth Maritime Training Organization, and we do a Maritime Day presentation. 

Maritime Congressional Sail-In

Members of CAMM have participated in the Maritime Congressional Sail-In for several years. The event was held on April 10, 2024. CAMM members joined stakeholders from the maritime industry in Washington, D.C. to visit representatives and request their support for the United States flag merchant marine. The topics discussed included the continued support of the Jones Act, the importance of U.S. flag cargo preference shipping requirements, the full funding of the fiscal year 2025 Maritime Security Program and the development of the United States Marine Highway Program. Recent legislation



US Capitol.

ADOBE STOCK PHOTO


made significant changes to the program. The James M. Inhofe National Defense Authorization Act for Fiscal Year 2023

made the most significant changes which were:

- * Rename the program from "America's Marine Highway Program" to "United States Marine Highway Program"

- * Expand the definition of marine highway transportation to include bulk, liquid, and loose cargo, as well as shipments from ports on Designated Marine Highway Routes to/from ports in Canada and Mexico.

- * Remove the Project Designations as an eligibility requirement for USMHP grants.


- * Allow Rural and Tribal applicants to request an increase in the federal share. 

Secretary >>> Cont'd from page 8

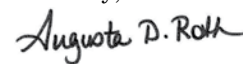
committee member opportunities open to educators, licensed personnel, and more! Please search online for more information or email me with any questions.

We need to support mariners leading mariners! Our Maritime Academies and Unions are always looking for support. Please reach out to them to find opportunities to support mariners. A great example of support, when the Texas A&M University's Maritime Academy Cadets attended the 2024 event, they

discussed how expensive higher education can be for cadets. The Texas Cadets have formed a local Cadet Chapter to find new ways of meeting mariners and maritime industry. This led to the idea of a CAMM Cadet Student Endowment at Texas A&M University's Maritime Academy (I miss the ol' TMA – Texas A&M Maritime Academy title!). These future Merchant Mariners are leading the way in finding solutions now and building their future. If you are inter-

ested in donating to TMA CAMM Cadet Student Endowment, please email me. Additionally, if you are interested in starting (or refreshing CAMM Cadet Chapters at CMA or KP), please let me know and I will get you in contact with someone at the corresponding organization. 

Sincerely,



Captain Augusta "Gussie" D. Roth
CAMM National Secretary/Treasurer

CROSSED THE FINAL BAR

CAPTAIN JOHN H. BARRETT, RU-1876

Captain John H. Barrett, a native of Mobile, AL, was born on February 6, 1929, and graduated from McGill Institute in 1948. After graduation, he enlisted in the U.S. Army National Guard. In August 1949, he was appointed by the Alabama State Pilotage Commission as an Apprentice Pilot and completed his apprenticeship in January 1951. Captain Barrett enlisted in the U. S. Navy during the Korean War, where he served as a 2nd Class Quartermaster aboard the *USS Merrick* and participated in Operation "Big Switch", a prisoner-of-war exchange.

In September 1954, he enrolled in California Maritime Academy. He Graduated first in his class with an original 2nd Mate License in 1957. After graduation, Captain Barrett sailed for Texaco Marine in all officer positions -Third Mate to Master. From 1964 to 1967 he worked as a Panama Canal Pilot.

In 1967, Captain Barret transferred his piloting skills to Alabama where became a Mobile Bar Pilot. He served as the Secretary/Treasurer of the Mobile Bar Pilot Association for 28 years. He became a member of CAMM in 1986 and retired from the pilots on February 3, 1997.

He died on July 2, 2023. He is survived by his wife of 64 years, Della Easley Barrett. Four children: Karen (Greg) Divin of Mobile, Kyle (Lois) Barrett of Birmingham, Captain Kirk (Linda) Barrett of Point Clear, and Kerrie (Moni) Carron of Niceville, FL. Seven grandchildren: Mary Katherine Barrett, Kyle Barrett Jr., Lena (Miles) Sharp, Dillard Barrett of Birmingham, Kellie Barrett of Dallas, TX, Henry Barrett of Nashville, TN, and Adeline Carron of Niceville, FL. One great-granddaughter, Lucy Sharp, a sister, Dorothy Suk, and many nieces and nephews.



CAPTAIN STEWART G. CORRY, RP-2829

Captain Stewart Gresham Corry, 89, of Clear Lake, TX passed away of natural causes at home with family by his side on August 17, 2021. A Houston resident his entire life, Captain Stewart was a devoted husband, father, and grandfather. He enjoyed traveling the world and was an avid hunter and fisherman. He had been a member of CAMM since 1997.

He began his maritime career at age 17 as a deckhand on tugboats. After high school, Captain Stewart was employed by ITT and G&H Towing Company and became a tugboat captain. In 1975, after 26 years on tugboats, he enrolled at Piney Point Maritime Academy and became a Houston Harbor Pilot. Captain Stewart spent the next 25 years safely guiding ships through the 50-mile course of the Houston Ship Channel. This is one of the most difficult pilotages in the world due to its long and narrow dimensions and heavy vessel traffic.

Captain Stewart is survived by his devoted wife of 70 years, Jo Ann Corry and his two sons and their spouses, Henry and Aline Corry of Webster, and Chris and Liz Corry of Nokesville, VA, and four grandchildren, Ellie Corry, Nathalie Corry, Gina Corry and Ruby Corry.



CAPTAIN GEORGE D. EMMONS, RU-2393

Captain George D. Emmons, 74, of Smithtown, NY, passed away June 2021, following a battle with leukemia. He was born March 14, 1947, in Manhattan, NY and attended Holy Cross High School. A 1969 graduate of the U.S. Merchant Marine Academy at Kings, NY Point, he proudly served as a Master Mariner during a 27-year career. He became a member of CAMM in 1992.

He was proud of his lifetime of Masonic service. In 1975 Captain Emmons was "raised" to the highest rank within the Blue Lodge – Master Mason degree. He was an active leader in the Masonic order, including the Blue Lodge, York and Scottish Rites. Captain Emmons served as Suffolk District Deputy Grand Master and Suffolk District Supervisor. He was awarded the Chancellor Robert R Livingston medal and Order of the Purple Cross.

Captain Emmons is survived by his loving wife Maureen, his son George (Christine) and his three grandchildren who were the light of his life. He was preceded in death by his two sisters, Marie and Sarah.

CAPTAIN EDWARD GRAS, RU-837

On September 17, 2021, Captain Edward W. Gras, age 85, Crossed the Final Bar. Born in Passaic, NJ, Captain Gras had been a resident of North Haledon, NJ since 1965. He spent his winters in Boynton Beach, FL, as a true snowbird, and considered both of his homes, "paradises."



Captain Gras was a proud graduate of the U.S. Merchant Marine Academy at Kings Point, NY, class of 1958. He sailed as a Master with Grace Lines (later Prudential Lines). He proudly maintained his ties to the Merchant Marine serving as a Union delegate and Treasurer of the Kings Point Alumni. He became a member of CAMM in 1968 and served as an expert witness for boating and maritime cases.

Active with the Clifton Boys and Girls Club, Captain Gras always remained in contact with his grammar school, high school, and Kings Point friends and classmates. He loved and enjoyed his family and was happiest when simply spending time with them. His storytelling was unrivaled, living by his motto: "If it's worth a laugh, it's worth saying."

Captain Gras was the beloved husband of Lore (née Gilliar) Gras of North Haledon. Loving father of Barbara Hilker and her husband Donald of South Seaside Park, NJ; Edward R. Gras and his wife Kari of Marvin, NC; and the late Patricia Gras (2016). Grandfather of Lauren, Christie, and Stephen Panfile, and Jonathan, Katharine, and Lindsay Gras.



CAPTAIN HOWARD R. HILL, JR. RP-2831

Captain Howard R. Hill Jr. Crossed the Bar on February 14, 2024, just two weeks before his 85th birthday. A lifelong resident of Staten Island, NY., he grew up in Great Kills, where his love for the water began. He lived close to the Great Kills Yacht Club and spent much of his childhood around yachts.

After graduating from New Dorp High School, he served two years in the United States Coast Guard. Captain Hill was honorably discharged in 1960 and began his seven-year apprenticeship with the Sandy Hook Pilots Association. Becoming a pilot was a dream come true, and he said that he never worked a day in his life because he loved his job so much. After 35 as a Pilot, Captain Hill spent the next 20 years in various committee positions.

A long-time member of CAMM, Captain Hill enjoyed boating, working on cars, collecting antiques and art, traveling, and watching all the boats come in and out of the harbor. He was a warm and funny person who made friends everywhere he went. He was a founding member of the National Lighthouse Museum and a long-time supporter of The Alice Austen House, both located on Staten Island.

Captain Hill is survived by his twin brother Peter Hill, daughters, Jennifer Aurora (husband Tom) and Nancy Cippitelli (husband David); five grandchildren, Raymond Aurora, Matthew Aurora, Jack Aurora, Luca Cippitelli, and Stefano Cippitelli. He will be deeply missed by his friends, family, and all those who knew him.



RADM PAUL L. KRINSKY, H-1931

RADM Paul L Krinsky, 94, of Waterford, MA. passed away on Saturday June 17, 2023. He was born November 9, 1928, in Brooklyn New York, a son of the late Nathan and Hilda (Rosengard) Krinsky.

Admiral Krinsky attended James Madison High School and the City College of New York. He graduated from the US Merchant Marine Academy at Kings Point, NY in 1950. After a combined eight years in the merchant marine and the US Navy, he returned to Kings Point, as a member of the faculty. Admiral Krinsky became Superintendent in 1987 and remained in that position until his retirement in 1993. In 1987 Admiral Krinsky was made an Honorary member of CAMM.

Upon retirement, Admiral Krinsky and his wife Audrey moved to Waterford, Maine where they became enthusiastic members of the community. After Audrey passed away in 1999, Paul spent over 20 great years with Anita Brause, splitting their time between Maine and New York City.

Admiral Krinsky is survived by his sons Ross Krinsky and his wife Kirstin and David Krinsky and his wife Lori; his partner Anita Brause, her daughters Debra Brause and her husband Mike Dieffenbach, Caryn Brause and her husband Steve Breslow; and his grandchildren Pete, Dan, Lucy, Nate, Alyssa, William, Ben, and Dahlia,



CAPTAIN MICHAEL G. MILLER, RU-2398

Captain Michael Gilpin Miller, Sr., 70, of Houston, Texas, passed away on Sunday, June 5, 2022, surrounded by his loved ones. He was born on March 1, 1952, in Lake Charles, LA. He graduated from Lake Charles High School in 1970 as a 3-sport athlete.

Captain Miller loved the outdoors and spent much of his time hunting and fishing. He enjoyed watching sports, especially



when his kids or grandkids were playing. He also loved singing, playing guitar, spending time with his family, and making people laugh. He made stories come to life with his contagious laugh and larger-than-life personality.

He attended the Texas A&M University Maritime Academy in Galveston, graduating in 1974. Captain Miller enjoyed his life on the water and achieved his goal and childhood dream of becoming a Lake Charles Pilot. He piloted the Calcasieu River for 28 years and served as the organization's president.

Honorably discharged from the U.S. Navy in 1984, Captain Miller served on the Pilot Fee Commission of the Port of Lake Charles. He was a member of many organizations, including Krewe of Barataria, the Equestrian Club of Lake Charles, Barbe High School Athletic Booster Club, the Association of Former Students of Texas A&M University, the Sea Aggie Former Student Network, the Ports of SW Louisiana Propeller Club, and the Council of American Master Mariners (2009).

Captain Miller is survived by: his loving wife, Joyce Husers Miller; daughter Lauryn Miller Drennan of Richmond, TX; son Michael Gilpin Miller, Jr. (Sherry Summers Miller) of Clear Lake, TX; son Ryan Albert Miller (Carra Smith Miller) of Corpus Christi, TX; grandchildren Miller James Drennan, Parker Ryan Drennan, Molly Mae Miller, Lilly Grace Miller, Robert Michael Miller; and brothers William Arthur Miller (Joyce Seale Miller) of Orange, TX and Jack Martin Miller (Pam Anderson Miller) of Lake Charles, LA. He is also survived by many nieces and nephews as well as numerous friends.



CAPTAIN JAMES P. OLANDER RU-2561

Captain James Peter Olander, a Merchant Marine Captain, was born on June 27, 1942, and passed November 2022, at the age of 80. His wife, Jeannie, told The Royal Gazette (Bermuda) that Captain Olander's seafaring life was so colorful that some likened him to "a 17th-century swashbuckler". A master mariner who steered ships through war zones, he was a natural teacher who shared his skills with many of the island's charter boat captains.

Born in Cleveland, Ohio, Captain Olander moved to Bermuda at the age of two when his father, Edward, was stationed at the US Naval Operating Base at Morgan's Point in Southampton, Bermuda. As soon as he could, the young Peter was making his way from the family's home in Flatts to go out on fishing boats from St George's. He began working on charter boats at age 11 but his wife said he was "destined to go to sea".

Captain Olander joined the Merchant Marine as an alternative to getting drafted during the Vietnam War. Ironically his first ship sailed to Vietnam. In the early 1970's he signed on as an ordinary seaman aboard the RV *Sir Horace Lamb*, a science vessel of the Sofar Station on the East End of Bermuda. He advanced up the hawsepipe and obtained his Master's license in 1975. He became a member of CAMM in 1991.

Captain Olander's maritime career took him through conflicts in Vietnam, Somalia and the Persian Gulf. He was Master of fuel tankers in the Persian Gulf during both Gulf Wars. One of his ships took several hits from rocket-powered grenades off the Somali capital of Mogadishu and he was once trailed by unfriendly Soviets off Norway during the Cold War.

A world map on the wall of his home marking his voyages eventually became so complicated that he no longer recorded them on the map. Instead, he kept meticulous sailing records. During his time ashore in Bermuda, he obtained a commercial fishing license and embarked on a charter fishing business. An expert fisherman he was known in Bermuda for his business, Albatross Charters & Fisheries.

Captain Olander met his wife when they were in their teenagers at the old St George's Grammar School and married in 1963. She was able to accompany him on some trips, including one to the West Indies on a vessel towing an array of equipment. They had two children, Hans and Louise, and three grandchildren: Luisa, Pansy and Eliza.



CAMM Conference



*Jeremy Hope, Vice-President,
International Organization of Masters,
Mates and Pilots.*



*Captain Mike Jessner speaks
with Captain Jeff Cowan.*



Captain Paul Hanley with Captain RJ and Lyn Klein, and Captain Frank Zabrocky.



Texas A&M cadets visit with retired Captains.



Cadet Colton Burtch talking with Captains Frank Zabrocky and Paul Hanley.

New Orleans 2024



Jose Ruiz at the evening banquet.



*Heather Bowden with
Captain Robert Sadler.*



Enjoying a taste of New Orleans.



L'Monde, a Cajun fusion band, performs for CAMM.



Captain Chris Edyvean and Dr. June Klees at dinner.



Father Sinclair Oubre.



Annual General Meeting

America's Largest Maritime Operational Area Faces Numerous Challenges



Captain Alan H. Moore.

Captain Alan H. Moore, Chief of the 8th Coast Guard District's Prevention Division, commands the Marine Inspections, Marine Investigations, and Auxiliary workforce mission support to seven Sectors, nine Marine Safety Units, and 10 Marine Safety Detachments. The 8th District's area of responsibility spans 26 states, including the coastline from Florida to Mexico, the adjacent offshore waters of the Gulf, and the inland waterways of the Mississippi, Ohio, Missouri, Illinois, and Tennessee River systems.

At the CAMM 2024 PDC, Captain Moore noted that 8th District has the highest number of marine investigation units with an area of responsibility that includes extensive western river waterways as well as the gulf to the outer continental shelf. It includes responsibility for offshore platforms and specialized training.

With already extensive responsibilities, Moore noted that the biggest challenge is keeping pace with industry and technology. Decarbonization, liquid natural gas (LNG) growth, autonomous

vessels, and alternative. The new IMO greenhouse gas strategies and energy efficiency standards have brought additional challenges to vessel operations.

LNG is seeing tremendous growth with five LNG terminals in operation and more coming online. The Federal Energy Regulatory Commission oversees these terminals and energy producers, but there may be as many as 27 facilities in the New Orleans maritime area at buildout. As LNG grows, projections show that marine inspectors will be short 400 bodies needed to provide the inspections in the area.

Cyber security has also become a major concern, and a new program is starting with a rule making on cyber security and safety. The Maritime Cyber Security Attack Division gets notice of cyber-attacks and performs confidential big risk assessment. Three cyber protec-

tion teams provide investigation, along with lessons learned and best practices.

With its extensive area of coverage, the 8th District relies heavily on its USCG auxiliary. The USCG auxiliary deals with 3,000 recreational boaters in the area. They work side by side with active-duty members on the cutters assisting with aids to navigation and culinary support on board vessel during crew shortages.

The 8th District must be notified about autonomous vessel operations. The majority of the autonomous vessels are smaller providing depth sound and patrols on a demonstration basis. They are not fully operational yet.

Moore reported that on the horizon are things like hybrid vessels. The first hybrid diesel electric towing vessel Green Diamond, designed by Kirby, operates in the area. Offshore wind development is



Captain Moore discusses security, 8th District's operation, and the challenge of keeping pace with industry with CAMM members at the NOLA Conference.

CAMM PHOTOS BY ALEXIA RETALLACK

also underway, and the USCG is working closely with the Bureau of Ocean Energy Management (BOEM). The USGC has concerns about wind energy and how it mixes with ship traffic.

With the New Orleans area, environmental challenges include the hurricanes and droughts. Moore noted that the 8th District needs solid predictions for the hurricane season. In contrast, high drought seasons cause challenges to the transportation system. The USCG is working with the Army Corps of Engineers to encourage dredging operations.

As much as changes to industry and technology provide challenges, changes to regulations and enforcement of new requirements also present a challenge. For example, the National Marine

...8th District has the highest number of marine investigation units with an area of responsibility that includes extensive wester river waterways as well as the gulf to the outer continental shelf. It includes responsibility for offshore platforms and specialized training.

Safety Bulletin on sexual misconduct places new reporting, investigation and authority on vessels. Reports of misconduct may come into the USCG email, tip application, or national command. Most reports go to investigative services, while egregious cases are sent to the Department of Justice for criminal investigation and enforcement. There are a number of questions about these changes. As part of the prevention efforts, proposals include requiring the installation of security cameras in all halls and passageways. Confusion stems from no assigned timeline for implementation, requirement of cameras but not which models or types comply, and the unavailability of many camera models. 🚢

Snapshots from New Orleans



View of New Orleans from Holiday Inn on the river.



Hidden treasures and pirates down an alley in New Orleans.

CAMM, Apostleship of the Sea, and the AMMVA

A Celebration of WWII Merchant Marines



Past, present and future: WWII Merchant Marines, next generation of retired Merchant Marines, currently working Merchant Mariners, and cadets currently in the academy to become Merchant Mariners.



Attending members from Council of American Master Mariners.



Texas A&M Maritime Academy represents.



Texas A&M Cadets receive recognition.



Captain Anthony (Dru) DiMattia, President of the AMMVA.



American Merchant Marine Veterans Association



Father Oubre discusses the issues mariners have faced in the past and continue to face.



Captain Kurt Yost talks about his WWII experiences and the importance of living life.



Sheila Sovo recognizes the Crump Family for their contributions to veterans and donation to the WWII Museum.



Mary Jean Eisenhower.



Mary Jean Eisenhower stands with a medal recipient, Petro Kurkimilis as they listen together to his story.



CAMM, Apostleship of the Sea, and American Merchant Marine Veterans Association celebrated the recognition of Merchant Mariners who served during WWII. Mary Jean Eisenhower, granddaughter of Dwight D. Eisenhower, placed medals upon 16 WWII veterans.





Port New Orleans – Adapting to a Changing Economy and Industries



Captain Jeanne Ferrer

As the shipping industry and cargos shift, the Port of New Orleans (NOLA) continues to adapt to maintain its position as one of the United States' busiest ports.

Expansion of liquid natural gas (LNG), new facilities services by autonomous ships, improved ports for deep draft vessels, and dredging are just a few of the improvements NOLA has targeted.

Captain Jeanne Ferrer, Commissioner for the Port of New Orleans, spoke to the Council of American Master Mariners at its Professional Development Conference about strategies and plans for improvements.

Ferrer noted that investment in ports is critical to supporting, improving and expanding the US port system.

Originally created in 1869, the NOLA port has the longest trade zone in the Gulf. It covers three parishes, with 19,050 jobs for \$3.9 billion. It adds another 21,700 state jobs contributing \$4.3 billion to the economy. One in five jobs in the area is associated with port activities. These jobs average around \$75,000 which is 51% higher than the local salaries.

Not only is it a gateway to a phenomenal series of waterways, but it also boasts six Class 1 railroads critical for intermodal transportation. NOLA is the 6th largest cruise port, operating at 120% of capacity and \$115 million annually. The number one import has been rubber and the number one export has

been plastic resin and petrochemicals. Its operations are 80% export market.

The NOLA port also coordinates with the Farm Bureau for the transportation of commodities, fertilizer and insecticides shipped down the river. In fact, 60% of the worlds' grain flows through the area.

Investment comes with a cost. Hurricane and storm damage repairs require an investment of \$14.5 billion. An additional \$250 million must be invested to deepen the Mississippi River Channel by 50 feet, and \$140 million to expand the cargo container terminals. Through coordination of the jurisdictions along the waterways, NOLA brings in the necessary investment.

By the Fall of 2024, NOLA expects to see several LNG terminals come online serving 300 ships between August and December. All of the ships are chartered and not owned by the terminals. This will require pilot training and integration into the operations. Of special note is as the largest economic project in Louisiana,

an international terminal for super cargo container ships. Using a federal grant to finance it, the new terminal will be located in an area that allows the ships to avoid the challenge of the air gap issue below bridges. It is located in an area that has a self-scouring nature and enough acreage to provide the infrastructure for two super-ship births, handling an estimate 2 million TE units. It's on the last piece of real estate in an area with deep water.

Additional needs include improving two traffic systems, one in New Orleans and one in Baton Rouge. NOLA finds itself in need of pilot training and integration.

Captain Jeanne E. Ferrer is a native of St. Bernard Parish and in 2006 graduated from the United States Merchant Marine Academy as a Logistics and Intermodal Transportation major. She holds a U. S. Naval Reserve Officer Commission, a USCG unlimited Masters license and a First-Class Pilot License, unlimited tonnage, for the Lower Mississippi River. After a decade aboard deep-sea cargo vessels and offshore supply vessels, Captain Ferrer came ashore to serve as a Louisiana State Commissioned Crescent River Port Pilot. She also served as a Commissioner for the St. Bernard Port Terminal and Harbor District. A member of the Lower Mississippi River Navigation Technical Committee, she collaborates with local and federal agencies to grow the Lower Mississippi River's navigation resources. She recently worked to expand the Lower Mississippi River anchorages which streamlined the supply chain during the river's 50-foot deepening project. Captain Ferrer gives back as a mentor for Open Waters Louisiana Women Offshore and serves on the advisory board for Riverworks Discovery.



Captain Ferrer presents an update on future plans for the New Orleans port and surrounding area.

INLAND CONNECTIONS

The Mississippi River System connects Port NOLA to the nation's heartland via 14,500 miles of inland navigable waterway.



Port New Orleans: A Regional Economic Driver

Port NOLA's annual revenue is \$115 million through four lines of business – cargo, rail, industrial real estate and cruise.

The port has the largest public footprint of Louisiana's ports, with 24 berths, 20 million square feet of cargo-handling areas, 2 cruise terminals, and 2,500 acres of industrial real estate.

Port of NOLA is the only diverse deep water port uniquely located on MS River near gulf of Mexico, where every class I rail road converges, and with connectivity by river rail and road.

Port NOLA has both container and breakbulk operations including bulk and project cargo. Cargo accounts for 46% of of the port's revenue.

The Port owns and operates the New Orleans Public Belt shortline railroad that connects to all 6 Class I railroads. New Orleans sits strategically at the nexus of the Western, North-South, and Eastern railroads. Port NOLA improved its overall efficiency and safety of the

Public Belt's operations. Rail accounts for 31% of the port's total revenue.

Port NOLA is landlord port with around 60 industrial real estate leases. Port NOLA owns the land and some of the assets, such as the cranes, which the port maintains and leases out the terminals to operators who handle the cargo.

Port NOLA is the 6th largest cruise port in the country. The port set new records this year and ended the year with 1.2 million cruise passengers, which brings the port back to pre pandemic levels. Cruises account for 16% of total revenue of business.

An LSU study for the Port of New Orleans: average annual salaries for Port of New Orleans tenant employees is \$75,000, which is 51% higher than the local average.

These are family-supporting jobs,



Port NOLA

ranging from skilled labor to executive, from welders to engineers, longshoremen to warehouse workers, and many, many more positions.

Port activity in our three-parish jurisdiction generates a total of 19,050 jobs and \$3.9 billion of output.

These businesses and their employees provide a significant tax base to Louisiana parishes and the state through sales, property and payroll tax.

Maritime Administration: Providing National Defense and Supporting Commerce



Bruce Lambert

The United States has the greatest tonnage of cargo moving on its waterways and the largest maritime tonnage movement in the world. The

Maritime Administration (MARAD) is a federal agency within the U.S. Department of Transportation that supports the development of the U.S. maritime industry. According to Bruce Lambert, Gateway Director at MARAD, the agency's primary objective is to provide national defense and support commerce.

"People don't think about how diverse the transportation industry is," said Lambert. He noted that with so many changes in the industry, environment and society, it is so critical to address workforce issues."

"We need to support the merchant marines and the academies," said Lambert. "Everyone who goes onboard puts their professional liability and license on the line."

The Covid pandemic spotlighted mental health issues that mariners face as they were sequestered on ships, experienced exceptionally long tours, suffered shortages of staples, and struggled to socially distance. Sequestration on the ships crippled training, affected credentialing, and resulted in some cases of abandonment of mariners.

MARAD now faces additional challenges. MARAD's focus historically has been on the sea and not until 2019 did it

finally receive funding to begin looking at the aspects of the maritime industry as they are affected by activity landside, including grants for shipyards and other shoreside activities. The increasing diversity in the industry and workforce issues must be paramount concerns, coupled with ensuring that the infrastructure to handle the maritime traffic keeps pace.

"We don't build ships in a harbor," said Lambert. "The viability of the system relies heavily on the local decision and is affected by those." Funding for the ports and improvements or expansions of terminals and berths, dredging, transportation of cargo portside among other issues often rest in local hands. State policies regarding emissions, types of transport that may be used at a port along with the long-shoreman activities menace shipping operations.

Safety has become an increasing concern as the number, size and frequency of trips increase at the ports. MARAD's Safe MTS (Safe Maritime Transportation System) Program looks at the data as part of the safety evaluation. The data plays an important role in actual incidents, but also in the evaluation of near misses.

Offshore and anchorage is where a lot of things happen, and reviewing the greater volume of data can provide

insight into near misses as to what could have happened versus what did happen.

"You have a lot of things you can't control like trips, pilots, and so forth," said Lambert.

Cyber security has also become a growing concern. From the ability to spoof global positioning systems to hackers with viruses to the dependency upon electronics rather than mariner skills, the threats are numerous.

"So much has moved to the cloud that anyone can click a wrong email and release something nasty in the system," said Lambert who noted that it's not



Lambert speaking with CAMM members at the New Orleans conference.

just the threats to the actual physical safety, but now, vessel owners and operators must ensure crews understand how critical internet and email security is.

"There are new guidance systems on equipment at the ports," said Lambert. "Not only do we deal with the hard safety like security locks,

cameras and keys, but now we need to train people on electronic security.”

All of these issues become even

“There are new guidance systems on equipment at the ports,” said Lambert. “Not only do we deal with the hard safety like security locks, cameras and keys, but now we need to train people on electronic security.”

more complicated with climate change as sea levels rise. There is little dis-

cussion about weather impacts and the increasing number of hurricanes that now pop from a Category 2 to a Category 5. Lambert noted that mariners are experiencing longer cold weather seasons and hotter summer seasons.

“The maritime industry has always delivered when asked,” said Lambert. In the face of all of these new threats and issues, he poses the question: “How do we encourage everyone that we are always there? We need let them know what we need.”

Mr. Bruce Lambert – Gateway Director – MARAD, Central Gulf & Southern Rivers Gateway (New Orleans) Mr. Lambert worked as the Executive Director at the Institute for Trade and Transportation Studies, conducting and coordinat-

ing research for State Departments of Transportation in the Southeast. His work focused on freight policy, planning, and market assessments for State Departments of Transportation. At the Corps of Engineers (USACE), Mr. Lambert worked on general maritime policy and planning while serving as the Secretary to the U.S. Section of the International Navigation Association (PIANC) and on technology exchanges with the Latin American maritime community. After receiving a Bachelor of Science Degree from Louisiana State University, Mr. Lambert earned a Master of Science Degree from the University of Tennessee. He is currently a Ph.D. Candidate at the University of Antwerp in Applied Economics.



Membership Vice President Aaron Arabski.



CAMM members discussion regarding CAMM positions, facilitated by Captain RJ Klein.



CAMM members at annual general meeting in New Orleans, 2024.

Letter from the Commodore: Shipmasters Warned to Avoid Red Sea



Commodore
Jim Scorer

This has been a disappointing month as we heard of the latest criminalization case. Cap-tain Marko Bekavac and Chief Mate Ali Albokhari of the *Phoenician M*, who have spent a year on remand in prison in Ankara, were sentenced to 30 years in prison on 23 September

despite there being no evidence of wrongdoing.

Drugs were found on a vessel docked in the Black Sea port of Ereğli, Türkiye, in October last year, but the Master had previously reported that they had discovered drugs onboard after they had asked for a thorough search of the ship by the authorities before they left Columbia having embarked a cargo of coal. This had been reported to the Turkish authority prior to their arrival by the ship managers. IFSMA had been alerted to this issue back in January this year by the wife of the Chief Mate, but ITF and INTERMANAGER took on responsibility

coor-dinating the seafarers' welfare and the international political efforts with the assistance of the Secretary General of the IMO. More details can be found in this link: <https://tinyurl.com/y9s4wtmu>

Last month I reported on the attack in the Red Sea on the *Mt Sounion*. The vessel has been towed to a safe anchorage off the coast of Eritrea in position 17.08N / 039.48E, thanks to the efforts of the European Union under the security of their Naval Task Force. It is strongly recommended that all vessels avoid the area. As I write, in the last week of September the ship was still on fire and firefighting could take several weeks. This operation is extremely complex, and the ship needs to be made safe before any further operations are carried out. The threat level in the region remains as previously advised and there have been three confirmed incidents in the last two weeks, although there have been suggestions that the Houthis have achieved their goals in the Red Sea. Revised industry guidance was released at noon on 25 September, and can be found on the Global Maritime Security website: <http://www.maritime-globalsecurity.org/>. With most ships now routing around Africa and the Cape, I have received an increasing number of reports of ships losing containers in rough weather as crews have been used to secur-

ing for Red Sea transits and have not been fully prepared to the more extremes of weather when taking the southern route. Please take extra care and seamanship cautions when securing your cargoes.

At the IMO, IFSMA is as busy as every being one of the key NGOs drafting the Code and Con-vention for MASS which is expected to be completed in 2025. With this nearing completion we are now turning our attention to the Comprehensive Review of STCW and at the begin-ning of this month (October) there will be a large Working Group of national delegations and IGOs/NGOs at IMO to agree all the areas that need to be rewritten and/or revised. This will ensure that there are no gaps and that the document is future-proofed more effectively while taking into account the speed at which technology is advancing. The Working Group's final document will be sent to the Maritime Safety Committee (MSC109) in December for agreement and then the actual drafting work will begin. Much of this work can be achieved online and IFSMA needs Shipmaster expertise to ensure we cover key areas. Any volunteers for this important task are invited to contact the Secretariat to discuss further our require-ment please. Keep safe and may you have fair wind and following seas. 🍀

CAMM and IFSMA

CAMM President to Represent at IFSMA Executive Council

Captain Joe Hartnett will represent CAMM via Zoom at the next IFSMA Executive Council Meeting which will be held in Oslo, Norway on December 11-12, 2024. The organization submitted a Joint open letter to the United Nations (U.N.) following the seizure of the *MSC Aries* and its crew members by Iranian forces on 13 April, 2024. The letter called on the U.N. to enhance military missions and

patrols in the region and exert all efforts to release the seafarers and protect the safe transit of ships. The 25 crew members were released in May; however, the vessel remains under Iranian control. IFSMA continues to monitor and voice objection to the continued attacks on worldwide shipping and vessel crews.

What exactly is IFSMA and what do they do? (as provided by IFSMA)

The International Federation of Shipmasters Associations was established in 1974 to uphold International Standards of Professional Competence for Seafarers. IFSMA is a Federation with a policy to ensure Safe Operational Practices,



View from the bridge of a ship.

ADOBE STOCK IMAGES

Preservation from Human Injury, Protection of the Marine Environment and Safety of Life and Property at Sea.

With its Headquarters in London, IFSMA's Secretariat is located close to the International Maritime Organization (IMO). In 1975, IFSMA was granted Consultative Status as a non-governmental organization at IMO which enables the Federation to represent the views and protect the interests of the serving Shipmasters unfettered and unfiltered by others. To enable IFSMA to function effectively at IMO, it is represented by the Secretary General and a team of active or former Shipmasters who attend the four main Committees, namely the Maritime Safety Committee; Maritime Environmental Protection Committee; the Legal Committee and the Facilitation Committee. This team is also active in the nine Sub-Committees of IMO, their working and drafting groups as well as attending the Council Meetings and the Assemblies.

IFSMA has always tried to support IMO in practical ways and has provided Consultants to assist in the Comprehensive Review and Revision of the 1978 STCW Convention, and actively participated in the Joint ICAO/IMO Group of Experts on the Harmonization of Aeronautical and Maritime Search and Rescue. IFSMA also sat on the Steering

Committee on Ro-Ro Ferry Safety which supervised the work of the Panel of Experts and made recommendations to MSC 65.

IFSMA also provided two maritime specialists forming part of an IMO Needs Assessment and Programming Team within the framework of IMO's Integrated Technical Co-Operation Program (ITCP).

IFSMA is a strong supporter of IMO in its quest for security, safer shipping and cleaner oceans. It is the desire of The Federation to assist IMO in achieving truly global implementation and rigorous enforcement of its International Treaties so that there is no need for any Country to resort to Regulatory Measures on either a National or a Regional basis. IFSMA fully recognizes the need to establish a strong improved safety culture within the Shipping Industry and the early implementation of both the ISM Code and the 1995 Amendments to the STW Convention. IFSMA Members are provided with the facility to access the IMO Documents Web Site for research and information purposes.

IFSMA has long held the firm belief that Shipowners and Ship Management Companies should hold a Safety Management System (SMS) and Document of Compliance (DOC) issued by the Flag State Administration before being permitted to operate ships, that increased scrapping of antiquated and

sub-standard ships should be speeded up, and that worldwide regional Port State Control is now top priority. In particular there should be a total ban, effective worldwide, on the re-registration of ships for commercial trading once they have been sold for scrap and demolition.

IFSMA also participates in the deliberations at the International Labor Organization (ILO) where recent work involved the merger of all previous conventions and recommendations regarding seafarers into a single International Maritime Labor Convention.

IFSMA is also asked by various bodies all over the world to participate in seminars, conferences and producing training and educational courses.

Furthermore IFSMA is conscious of the needs for Shipmasters in the future and has joined with the Nautical Institute, Trinity House and the Honorable Company of Master Mariners in organizing periodic Command Seminars. These Seminars are arranged every two years and visit a number of maritime centers around the world to seek the views of both mariners and the industry on how Shipmasters should be prepared to meet the needs of the 21st century.

IFSMA defines Shipmasters as those who are in possession of an Internationally recognized Certificate of Competency, issued by the Government of an established Maritime Nation who are serving or have previously served, in Command of Seagoing Ships whether or not engaged upon International or Domestic Trade.

Once someone has risen to the rank of Shipmaster he or she is entitled to belong to IFSMA and there is no requirement in our Statutes for the periodic revalidation of his Certificate of Competency. But if a shipmaster loses his or her license due to negligence, incompetence, or misconduct then the master would no longer qualify for membership of the Federation. Trade Unions, National Associations, Professional Institutes and Learned Societies are all (when representing Shipmasters) equally welcome as Organizations in affiliation with IFSMA and there is no distinction made between them.

Introducing New Secretary-General of IMO: Arsenio Dominguez



New Secretary-General of IMO: Arsenio Dominguez. Mr. Arsenio Dominguez assumed the role of Secretary-General of the Organization on 1 January 2024. Arsenio Dominguez (Republic of Panama) is the 10th elected Secretary-General of the International Maritime Organization.

Initially representing his native Panama, first within the Panama Maritime Authority and in his lattermost appointment as Ambassador of Panama to IMO, his affinity for build-

ing consensus saw him elected by his peers as Chair of several flagship IMO intergovernmental meetings, including: the Marine Environment Protection Committee (MEPC), the Technical Committee of the 29th Assembly, and the Maritime Security, Piracy and Armed Robbery Group, as well as a number of Vice-Chair and Board member roles.

A naval architect at heart and by training, Mr. Dominguez gained his first degree at Veracruzana University, Mexico. Recognizing from the outset of his career the importance of a multi-disciplinary and multi-sectorial approach to the maritime sector, Mr. Dominguez later went on to pursue a Master of Business Administration (MBA) at the University of Hull, as well as an executive qualification in International Law and European Politics at Birkbeck



Secretary Arsenio Dominguez

University, both in the United Kingdom.

Reinforcing support for the Djibouti Code of Conduct on Maritime Security

A key meeting focused on supporting the implementation of the Djibouti Code of Conduct (DCoC) and its Jeddah Amendment took place at IMO Headquarters (3 October). The DCoC aims at combating maritime security threats in western Indian Ocean and Gulf of Aden.

Senior officials from the 21 DCoC member states and donor partners gathered to assess and discuss challenges, identify joint solutions, and explore funding opportunities to ensure the continued success of the Code and maritime security efforts in the region.

Originally adopted to combat piracy, the DCoC was significantly expanded through the Jeddah Amendment in January 2017.

This amendment broadened the scope of the DCoC to include a wider range of maritime security threats, including human trafficking and illegal, unreported and unregulated (IUU) fishing.

IMO supports Member States in implementing the Djibouti Code of Conduct thought various initiatives including regional training, capacity building, and reviewing their national legislation to counter piracy and other threats to the safety and security of navigation.

The signatory states will

gather next in a 7th High Level Meeting on the Implementation of the DCoC/JA in the United Republic of Tanzania in November for further discussions and action.



IMO Council Steps Up Action on Transparency and Access to Information

The IMO Council has decided to live-stream its plenary meetings and make its documents accessible to the public, in a bid to boost transparency in the organization.

Meeting in London from 8 to 12 July for its 132nd session, the Council took a series of decisions to modernize its approach and operations.

These include:

- Live-streaming plenary sessions of Council
- Releasing Council documents and summaries of decisions to the public
- Permanently establishing hybrid capabilities to enable for virtual and in-person participation in meetings
- Enhancing multilingualism through a Strategic Framework for Multilingualism

The Council noted the ongoing progress on upgrading and improving the IMO's Global Integrated Shipping Information System (GISIS). GISIS is a comprehensive online hub for the collection, processing and sharing of shipping-related data.

"My efforts continue on the modernization and transparency of IMO," Secretary-General Mr. Arsenio Dominguez stated in his opening remarks.

"I will continue to seek efficiencies, from restructuring, to the best use of our financial assets, recruitment and the building facilities, to name a few, while I invest in those who make all these possible - the professional staff of the Secretariat."

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. The Council is made up of 40 Member States, elected by the Assembly for two-year terms.

The session was chaired by Mr. Victor Jimenez Fernandez of Spain, supported by Mrs. Amane Fethallah of Morocco as Vice-Chair.



IMO Secretary-General Mr. Arsenio Dominguez (left) with Chair of the 132nd session of Council, Mr. Victor Jimenez Fernandez of Spain.



Hellas Naval Bureau of Shipping, Piraeus, Greece.

ADOBE STOCK PHOTO



**Dedicated to
supporting and
strengthening
the position of
American Master
Mariner**



Captain Joe Hartnett, CAMM President, at the CAMM PDC-AMG in Great Lakes, IL 2022



Captain RJ Klein; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, CAMM President



Above: CAMM member Captain Alexandra Hagerty, at the AGM. Below: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference.



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.



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
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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 \$120 check (\$100 annual dues + \$20 application fee) payable to: The Council of American Master Mariners, Inc. Email Captain Aaron Abraski at captarabski@mastermariner.org. Mail should be sent Attention CAMM: 3502 Prairie Dr. Dickson, TX 77539.

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: _____

Council of American Master Mariners

