

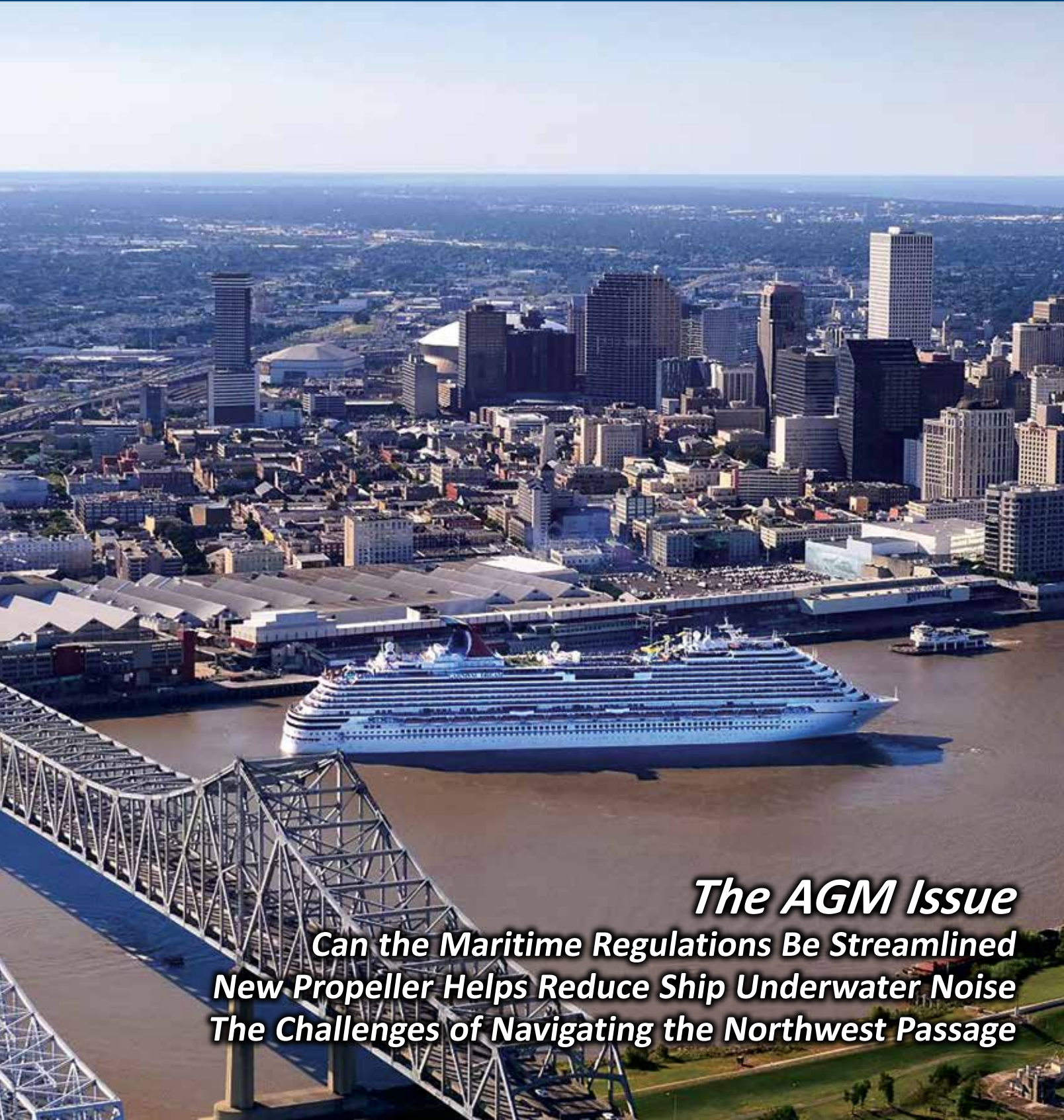


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Sidelights

2023 Vol. 53, № 1

Published by the Council of American Master Mariners, Inc.



The AGM Issue

**Can the Maritime Regulations Be Streamlined
New Propeller Helps Reduce Ship Underwater Noise
The Challenges of Navigating the Northwest Passage**



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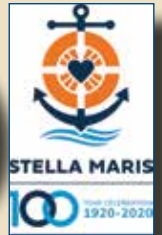
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captsandberg@mastermariner.org

Meetings dates and locations vary.

Mailing Address: Box 581
Center Moriches, NY 11934

BALTIMORE / WASHINGTON, D.C.

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.

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 (caproth@mastermariner.org), Captain Hartnett (capthartnett@mastermariner.org), or Captain Higgins (capthiggins@mastermariner.org).

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.

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.

TAMPA BAY

Captain Michael Michaelson, President
813-907-1337
captmichaelson@mastermariner.org

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Mailing Address: 17706 Grayeagle Road,
Tampa, FL 33647-2260

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President
425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392
Seattle, WA 98139

COLUMBIA RIVER

Paul Siracusa, President
chiefsiracusa@mastermariner.org

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

LOS ANGELES / LONG BEACH

Captain Mike Jessner, President
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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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Huntington Beach, CA 90647

SAN FRANCISCO BAY AREA

Captain Nicholas Lewis, President

360-977-9299
captlewis@mastermariner.org
Meetings at 12:00, 1st Thursday of each month at Zio Fraedos, 23 Harbor Way, Vallejo, CA 94590

Mailing Address: 133 Leeward Court,
Vallejo, CA 94591-6339



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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>

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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



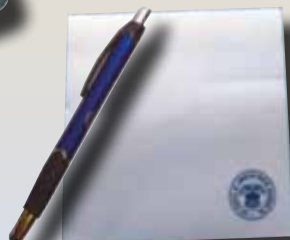
\$15 Coffee Mug
Ceramic, 12-oz.



\$15 CAMM Notebook
Comes with CAMM pen



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



\$10 CAMM
Post-it/Pen set



\$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

A Cruise Ship un-docking at the Port of New Orleans

PHOTO FROM THE PORT OF NEW ORLEANS

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

PUBLICATION DEADLINES

Issue	Submission	Release
Spring	March 20	April 15
Summer*	June 01	July 01
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Winter	Jan 20	Feb 15

*Subject to change dependent on CAMM Annual Meeting



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Making Our Way Forward



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

Greetings!

It has been a demanding year, but our successes are major. Our Professional Development Conference (PDC) and Annual General Meeting (AGM) in Seattle, WA had complications from the start. Captain Manny Arosemena suddenly passed away as we were gearing up to plan the 2023 event. Our condolences to all his family and friends. His willingness to step into the Events VP position under Captain Cal Hunziker showed true kindness and the success of CAMM.

We were fortunate to have Captain Tuuli Messer-Bookman step into the void. She showed the same integrity and took the con with support from the National and Seattle Chapter. Captain Messer-Bookmen secured speakers for the Professional Development Conference who were incredibly knowledgeable in their area of expertise which made the PDC extremely informative.

Thank you all for your dedication and collaboration which helped make the Professional Development Conference and Annual General Meeting an extraordinary event. I hope to see more participation next year. Next year's PDC/AGM will be in New Orleans; tentatively set for April 17-19, 2024. Visit our website starting in August for updated information on the 2024 AGM/PDC ([www. mastermariner.org](http://www.mastermariner.org)).

Treasury Report

CAMM is financially stable and looking forward to some more operational improvements. CAMM National will be looking into more conference items which are needed to improve our presentation and ensure equipment is secured during transit around the nation. CAMM slop chest will be expanding soon. Please look at our current items for sale on page 4.

Dues

Not all members have paid their 2023 dues. Please make sure to pay ASAP so as to ensure CAMM has a sensible budget for 2024. Late December of 2022, I sent out electronic notification of 2023 dues. This was somewhat successful, but due to outdated contact information, only about 1/3 responded quickly with their payment. Paper notifications

were sent in April and I am still receiving snail mail version payments. For 2024 dues, I will send out electronic notifications (preferably in late November) and follow up with those who have not paid in early spring with snail mail notices.

Help Make CAMM's Database Stronger

Many members have outdated contact information, I am requesting each of you to login to your CAMM account by visiting Member Login at <http://www.mastermariner.org/#member> then click on "member login." Your username is your CAMM number (number only, no letters). If you forgot your password or have not yet set up your login, click on "forgot password." A temporary PW will be sent to your email of record for CAMM. If you do not receive an email, then your information is not correct on your CAMM personal page. If you are unable to login (or do not know your CAMM number), please send me an email. I can reset your password and help you gain access to your personal page. Once you are in, verify all your contact information and create a short bio. To change contact information, including your email address, you need to click on "edit address" on the bottom left. If you have retired from sea, please check the retired box and note it in your bio. Once you have updated your information, remember to click "save" at the bottom right of the form. I am doing a lot of clean up to make our database stronger to improve maritime networking for our members. Your assistance in maintaining your personal account/information helps CAMM and would be greatly appreciated.

Going forward, CAMM looks to increased networking and stronger communications.

Hoping the summer has been good to you,

Captain Augusta "Gussie" D. Roth

Celebrating Maritime Day in 2023 - Preserve the NV Savannah



Captain
Joe Hartnett,
President #2193-RP

The annual commemoration of National Maritime Day is an important celebration for the U.S. Maritime industry. The SS *Savannah*, an American hybrid sailing ship/sidewheel steamer commenced its successful transatlantic voyage from the port of Savannah on May 22, 1819. In May 1933, the United States Congress passed a Joint Resolution in 1933

designating May 22 as National Maritime Day and requested that the President issue an annual proclamation. National Maritime Day recognizes the U.S. Merchant Marine, honors seafarers that currently serve and pays tribute to the more than 6,700 mariners who lost their lives during World War II. We also pay tribute to the hundreds of mariners that were detained as prisoners of war and the more than 800 U.S. merchant ships that were sunk or damaged (MARAD, 2023).

I had the opportunity to join other CAMM members at the 2023 National Maritime Day commemoration aboard the *N/S Savannah* in the Port of Baltimore. This event was the 17th annual National Maritime Day celebration, in Baltimore aboard the *N/S Savannah* and the Liberty Ship SS *John Brown*. At the event there were several maritime displays and an open house. The *N/S Savannah* was the world's first nuclear-powered merchant vessel. The vessel was launched in 1959 to promote the peaceful use of nuclear energy as part of the Atoms for Peace Program. This program was announced by President Dwight D. Eisenhower at the United Nations in December 1953 and established an international effort to regulate the use of nuclear energy. The *N/S Savannah* is a registered National Historic Landmark but its future will be determined by the United States Department of Transportation, Maritime Administration (MARAD). Several of the options considered for the *N/S Savannah* by MARAD are donating the vessel for use as a maritime museum, using the vessel as an artificial reef or recycling the vessel. I did not know that National Historic Landmarks could be repurposed as artificial reefs. Preserving this historic vessel should be the only option considered!

I encourage all CAMM members and maritime stakeholders to contact the U.S. Maritime Administration and voice your

support for preserving the *N/S Savannah*. We need to voice our opinion before the vessel is towed from the Port of Baltimore for recycling or for use as an artificial reef. Personally, I would prefer to see the vessel remain in Baltimore as a National Historic Landmark. If that is not a viable option, why not consider utilizing the vessel at the U.S. Merchant Marine Academy as a stationary training ship. The existence of the ship on campus would supplement the cadet Sea Year requirement. When I attended the S.U.N.Y. Maritime College as a deck cadet I appreciated the opportunity of having a training ship on campus. I would often walk aboard the ship after class to familiarize myself with vessel characteristics and equipment.

For now, I am looking forward to seeing everyone on the *N/S Savannah* in the port of Baltimore for the 18th commemoration of National Maritime Day in 2024.

Best to all,

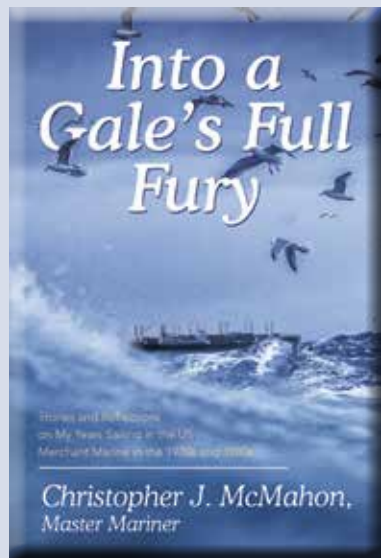
Captain Joe Hartnett



USS Savannah underway.

PHOTO COURTESY WIKIPEDIA PUBLIC DOMAIN

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!

3587-RU Captain Timothy M. Arey

Master MV *Ocean Giant*
Resides in Baltimore, MD
Sponsored by Captain Joe Hartnett # 2193-RU

3588-RU Captain Brad Lee Hopkins

Master USNS *Guam*
Now in Marine Operations with Blue Origin Enterprises
Resides in Freeport, FL
Sponsored by Captain George Zeluu # 2530-L

3589-S Captain Marian I. Tudoran

Master RV *Sikuliaq*
Sponsored by Captain Tuuli Messer-Bookman # 3393-S
Resides in Long Beach, CA

3590-RU Captain Francis K. Bajowski, Jr.

Currently working for MARAD
Sailed maser with MSC
Sponsored by Captain Triandafilou # 2025-L and
Captain Michelson # 3100-RU
Resides in Hampton, NH

3591-S16 Captain James Werner

Senior Manager of Training, Kirby Training Center
Sailed Master with Kirby Marine Transportation
Sponsored by Captain John Konrad # 3205-S
Resides in League City, TX

3592 AL Chief Officer Ethan K. Erickson

Chief Officer SLNC *Goodwill*
Resides in Bullard, TX
Sponsored by Captain Emmanuel Kelakios #3071-RU

3593 RU Captain Anthony D. DiMattia

President American Merchant Marine Veterans
Sailed Master MV Alliance Saint Louis
Resides in Capt Coral, FL
Sponsored by Captain Petro Kurkimilis, CAMM #1553-RU

3594 RU Captain Brian M. Rooney

Master USNS *Zeus*
Resides in Bullard, TX
Sponsored by Chief Officer Liam Bauman #3868 AL

Change in Membership Status

2941-L Captain Edward H.J. Olsen

Retired Regular Unlimited Master
Membership in CAMM since 1999
Resides in Palm City, FL

2023 Raffle Winners

1st Place - Captain Richard Seigel # 2332

Member since 1990, From Kapaa, Hawaii

2nd Place - Captain Douglas Hard # 1695

Member since 1983, from Garden City, NY

3rd Place - Captain Harold Vanderploeg #1180

Live Member, from East Brunswick, NJ

Ultimate Purpose or Meaninglessness



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A



Mass was held in a cargo space aboard the Training Ship Kenendy during the Texas Maritime Summer cruise.

In Peter Shank-land's and Anthony Hunter's 1961 book, *Malta Convoy*, they draw attention to the quality of life of the two-year-old US-flagged tanker *Ohio*, and the standard British tanker of that time:

"Onboard *Ohio* the men were getting used to their new quarters. The comparative luxury of the American way of life afloat after the austerity of ships of their own Lines was still the subject of awed comment. The petty officers' and crew's messrooms seemed palatial. Since the British crew had also 'inherited' the stores on board, the feeding too attained a peak of unaccustomed excellence. At their first meal aboard they stared in unbelieving amazement at the row of eleven varieties of sauces on the mess table." (Page 108)

Built in Chester, Pennsylvania in 1940, the *Ohio* was the top-of-the-line tanker for her day. She set the speed record from Bayonne, NJ to Port Arthur, TX covering 1,882 miles in four days and 12 hours, with an average speed of more than 17 knots.

Now, I have never sailed on a 1940-built vessel, but I did sail on the *SS Guadalupe*. The *Guadalupe* was built at the Marinesship Company in Sausalito, CA. She was completed on February 2,

1945, and christened the *Signal Hill*. After the war, she was transferred to Sabine Transportation, where she first took on the name *Henry M Dawes*, and then in 1963, she became the *SS Guadalupe*.

I was the saloon messman in the summer of 1978. I signed on to the *Guadalupe* at the Pascagoula shipyard after her midship house was dumped on the stern and 100+ feet were added to her hull. Twenty-five years later, I sailed on 1980s tankers like the *Seabulk Challenge* and the *OSG Galena Bay*. In comparison, the *Guadalupe* was like a primitive camping experience. So, how much more primitive was the British mariners' experience on their tankers? To them, *Ohio* seemed like a cruise ship.

Over the 45 years that I have served as a US merchant mariner, the conditions have gotten progressively better. When I was on the newly built Crowley tug *Ocean Sky*, I had the same feelings as the British mariners in 1942. I had sailed on the 1970s Invader Class tugs, and, now, I thought I had died and gone to heaven.

Then why have the mental health and morale of our merchant mariners declined at the same time the conditions on board have continually

improved? The rooms are private, the equipment is better, and the HVAC keeps the inside environment perfect.

There is a disconnect between improved living conditions onboard and the decline in the mariners' mental health. Shouldn't one's mental health improve when one's living condition improves? Why are we seeing an increase in depression and suicide among merchant mariners? As a representative of Anglo-Eastern noted at a Nautical Institute meeting, "In the past, I saw one suicide every five years. Now, I see five suicides a year."

Seafarer welfare organizations, like the International Seafarers Welfare and Assistance Network, have published guidance on seafarer mental health, and have offered training for port chaplains and seafarer welfare agents on recognizing and assisting seafarers with mental health issues and suicide ideations. (See: www.seafarerswelfare.org/seafarer-health-information-programme/good-mental-health)

I propose that, as seafarers have become more secular, and thereby less religious, life is becoming more mean-

Continued on page 11 >>>

Council Reports

Executive Vice-President

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

I have been working with CAMM President, Captain Joe Hartnett, to keep CAMM relevant in the Maritime Industry, especially in Washington DC. We both plan on attending the 2024 Sail-In to Congress and expect to meet individually with MARAD and key members of Congress. One of our best-selling points when addressing government officials, is that CAMM “doesn’t have a dog in the fight.” CAMM’s interest is in preserving and building a strong U.S. Merchant Marine. We do not stand to gain financially by advancing our Positions.

Government Liaison VP

Captain Jeffery Cowan - #3070-RU
captcowan@mastermariner.org

I expect to be attending the Congressional Sail-In in Washington, D.C. in April and will report in the next issue of *Sidelights*. This is a worthwhile event for CAMM to be in attendance as we lobby and educate congress (both in the Senate and House of Representatives) about the U.S. Merchant Marine and its importance to our economy and national security.

International Relations VP

Captain Joe Hartnett #2193-RP
caphartnett@mastermariner.org

In June, I represented CAMM at an International Federation of Shipmaster’s Association (IFSMA) Executive Council meeting via Zoom. The meeting confirmed that we are well represented at the IMO through IFSMA. The following are my notes from the meeting:

Autonomous Ships: IFSMA continues to represent Master Mariners at the IMO by participating in several Maritime Autonomous Surface Ships (MASS) working groups to protect the interest of the Master and are currently reviewing the MASS Code.

IFSMA continues to oppose the

use of single man bridge watches – e.g. there are three coastwise autonomous vessels in Denmark that are operated from control rooms ashore. In addition, IFSMA is concerned that the lack of international seafarers will play into the hands of the MASS advocates.

IFSMA participates in working groups that are reviewing COLREGS (Convention on the International Regulations for Preventing Collisions at Sea). China has been advocating for specific COLREGS for Autonomous Vessels. All other representatives at IMO are opposed to the Chinese proposals.

Master’s Voice: Representatives mentioned that there is a lack of the Master’s views being represented by other international organizations at IMO. If you have time, apply for USCG MERPAC so that Master’s views will be represented with the U.S. delegation at IMO.

STCW: IFSMA participates in working groups that are reviewing the STCW regulations.

Maritime Law: IFSMA will be publishing a book “Maritime Law for Masters” which should be available for purchase in the near future.

Insurance for Members: IFSMA continues to work on a Maritime Officer Insurance Policy for members. They need 300 policies before they can offer the policy to all IFSMA members. IFSMA is working with groups in Denmark and Finland to obtain the initial 300 members. Additional information should be available after the Biennial General Assembly which will be posted on their website.

Positions VP

Captain Frank Zabrocky, #1964-RU
captzabrocky@mastermariner.org

See positions and views updates on page 29.

Media VP

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

CAMM is indebted to Aaron Arabski (#3523) for his dedication to pursuing advertising for *Sidelights*. His work schedule has allowed him time to pursue advertisers and in the last two months Aaron has contacted over eighty (80) businesses and institutions that may be interested in placing an ad in *Sidelights*. A hearty “Brave Zulu” to soon to be Captain Aaron Arabesque.

It has been a difficult year for the *Sidelights* Staff and our Website group. The Editor and members of our staff were interrupted by personal issues causing a delay in publication. We apologize for the delay in getting *Sidelights* to our members and thank you for your patience. Going forward, we are now back on track to publishing four issues a year as promised on the Website. Of note, Ms Alexia Retallack, our layout and review editor, has recently retired and has committed additional time to *Sidelights*. This will better enable us to deliver our editions on time.

All Chapter pages on the Website have been updated. Chapter Presidents and Secretaries are reminded that in order to have your Chapter page updated, you must contact me. It is equally important



Senator Cantwell, a strong advocate for America’s maritime industry, is presented with the award by International Propeller Club President Jim Patti.

(PHOTO FROM INTERNATIONAL PROPELLER CLUB)



that you respond to our “Call for Papers” email so that your Chapter activities can be published in this section of *Sidelights*.

CAMM expects to become active on social media platforms such as LinkedIn. To do so in a professional manner, we need volunteers to monitor and update our platforms. Anyone interested in helping with this endeavor, please contact me at captklein@mastermariner.org

Membership VP

[Captain George Zeluff, #2530-L](mailto:captzeluffi@mastermariner.org)

See “Membership” on pg 28 for latest report.

Editor Note: As this issue was going to publication CAMM has learned that

[Chaplain >>> cont'd from page 9](#)

ingless. So, after mariners have made great money, bought everything their appetites desire, and accessed every pleasure in every port, what is left. For so many, the answer is “Nothing.”

In *The Autobiography of Father Reinhold*, the priest tells how he founded the Catholic seaman’s centers in Bremerhaven, Germany and Seattle, Washington, and how his ministry to Catholic seafarers evolved from ship visiting and the distribution of magazines and Catholic tracks to providing “. . . sailors with reading matter and places for relaxation, we concentrated on instilling in them religious and other values, after the Catholic Action model. We taught them how to join in the celebration of the liturgy (ie. Mass), and we held group discussion where we invited them to express their own ideas. As much as possible we treated the seamen’s club as though it were a parish center.”

As I write this, Ayaan Hirsi Ali has announced that she is now identifying as a Christian. This made both the secular and religious press. Born

Captain Zeluff had passed away. He served CAMM well and will be missed.

Events VP

[Captain Tuuli Messer-Bookman # 3393-S](mailto:captmesser.bookman@mastermariner.org)

CAMM is pleased to announce that Captain Tuuli Messer-Bookman has volunteered to take on the job of Events Vice-President. Captain Messer-Bookman did an excellent job in procuring speakers for the 2023 Professional Development Conference (PDC) and is now working on this year’s AGM/PDC. CAMM needs more volunteers like Captain Messer Bookman.

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](#)

Members of the chapter have been participating in various maritime events throughout the region. In March, they attended the Maritime Congressional Sail-In in Washington, D.C. This event brings together Maritime Industry stakeholders who meet with Senators and Representatives to discuss programs that are vital to the continued existence of the U.S. Flag Merchant Marine.

[Continued page 12 >>>](#)

in Somalia, becoming a member of the Islamic Brotherhood while living in Kenya, she rejected her Muslim faith after the attacks of September 11, 2001, and joined the New Atheists. She now calls herself Christian after a long depression as she struggled to find meaning in her life. (See her Unherd conversation www.youtube.com/watch?v=3B6oLMrHQhs)

Also, in the last few days, Tammy Petersen, wife of Jordan Petersen, has announced that she has become Catholic. Another YouTuber, Dave Rubin, a past

member of the Young Turks, who four years ago described himself as an atheist, now considers himself a theist.

In all these cases, the shift from atheist/agnostic to believer has not come because of better arguments for God has been placed before them, but they have come to realize that without meaning, there is only darkness. To quote Nietzsche, “If you stare into the abyss, the abyss stares back at you.”

As a port chaplain, our seafarers are staring into the abyss of nothingness,



A Rosary Group that was formed during the Texas Maritime Summer cruise meets on deck aboard the TS Kenedy

and the only thing they can see is nothingness. When nothing lies before one, how can one not become depressed.

It is time for the seafarer welfare community to expand what we offer to seafarers. A cheap ride to Walmart to buy more stuff will not fill the meaninglessness. Only the knowledge and consolation that come with the truth of God and that which is eternal can overcome the meaninglessness. 🙏

Reports >>> cont'd from page 11

Members also participated in the annual Maritime Day celebration aboard the N/S *Savannah* in the Port of Baltimore. The port is having another record year for Ro/Ro, Auto and Container cargo imports/exports.

In June, Chapter Members also represented CAMM at the 39th annual Salute to Congress reception and dinner at the Army Navy Country Club in Arlington, VA. The recipient of the award this year will be Senator Maria Cantwell (D-WA). She has been a member of the U.S. Senate since 2001 and is the first woman to serve as Chair of the Committee on Commerce, Science, and Transportation. Senator Cantwell also serves on the Subcommittee on Surface Transportation, Maritime Freight, and Ports.

The Balt/Wash chapter is currently seeking volunteers to serve as officers in the chapter and volunteers to represent CAMM at events in the Balt/Wash region. If interested, please contact Captain Hartnett at capthartnett@mastermariner.org.

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*

Captain Ed Higgins, New Orleans Chapter President, has informed the National that due to lack of participation, the New Orleans Chapter will suspend 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 Report

*Captain Michael McCright, #2753-S
Chapter President*

At the AGM, Captain Mike McCright reported that the Houston Chapter usually meets monthly in Houston at the Monument Inn. Meetings are held in conjunction with the Transportation Club and Nautical Institute. Captain McCright suggested that CAMM invite the Navy League to our next AGM as they support the younger generation through scholarships.

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 the Training Ship Golden Bear has assisted us reinstating the Best Deck Watchstander on Cruise award at the California Maritime Academy. Through the distribution of nautical greeting cards we were successful in obtaining donations and purchased a pair of Steiner Commander Marine 7x50 individual focus binoculars for the Award. The Award was presented at graduation in May 2023, to Midshipman Erin Bailey. Midshipman Bailey is the first female recipient of this Award.

The Scribe has been creating post cards and greeting cards for crew members sailing aboard American Merchant Ships. The goal is to improve morale by encouraging seafarers to send physical correspondence to friends and loved ones ashore (as opposed to email). We expect this goodwill gesture will help boost the San Francisco Bay Area CAMM Chapter profile with active Captains and Mates. We have created and distribute over two thousand cards to the officers and crew aboard 23 American Flag vessels from seventeen 17 companies.

In mid-March 2023, California Maritime Academy (CMA) participated in the 15th Annual Port of Los Angeles Harbor Cup Regatta. Unfortunately, the University of Hawaii captured victory and unseated two-time defending champion CMA.

The Cal Maritime CAMM Cadet Chapter has yet to be re-established. We continue to ask CAMM National 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 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*

At the AGM, Captain Don Moore reported on the Seattle Chapter. He stated that the chapter was established in 1981 with over 100 members. The Chapter currently has 48 members consisting of 38 Regular Members and 10 Companion Members. The Chapter meets the second Thursday of every month at Seattle Yacht Club about.

Seattle has two special meetings each year. In February, the Seattle Chapter

Captain Richard Stewart Awarded Merchant Marine Medal

On May 22, 2023, during the National Maritime Day celebration in the port of Duluth Superior a representative of the United States Maritime Administration (MARAD) presented Captain Richard Dow Stewart (Camm #2083) the Merchant Marine Medal for Outstanding Achievement. The Outstanding Achievement Medal was established in 2002 and is awarded by the U.S. Maritime Administration to members of the maritime industry for an act or operation of humanitarian nature. It is given directly to an individual or groups of individuals for long and dedicated years of service or achievement, or for an extraordinary valuable contribution or work to the maritime industry.

Captain Stewart started his maritime career in 1967 by sailing in the fo'c'sle as a messman and ordinary seaman. In 1969, he received an appointment to the U.S. Merchant Marine Academy and graduated in 1973. He was awarded the Merchant Marine Vietnam Service Medal sailing in the war zone in 1968, 1970 and 1971. Upon graduation he sailed as a deck officer and obtained his Unlimited Master's License in May 1979. Captain Stewart commanded ocean-going ships for several years before becoming a fleet manager of seven vessels for Falcon Carriers.

After earning a Master of Science in

Environmental Studies from University of Wisconsin Green Bay, Captain Stewart joined the Department of Marine Transportation at the U.S. Merchant Marine Academy in 1987. He later became Department Head and also earned his Doctorate from the Lally School of Management at Rensselaer Polytechnic Institute. During his tenure at USMMA, Captain Stewart received grants for research in Geographical Information Systems (GIS). He worked in the academic field for over 35 years and was instrumental in obtaining over \$11 million in grants for transportation research.

In 1999, the University of Wisconsin-Superior brought Captain Stewart aboard to lead their new Transportation and Logistics (T&L) Major and Research Center. Under his leadership at the Department of Business and Economics, the T&L Research Center focused on maritime transportation and the T&L Major became a national award-winning program. In 2020, he was the first professor at UW-Superior to receive the UW-System's Board of Regents Excellence in Teaching Award. Captain Stewart retired from UW-Superior in 2022 and was honored as a Professor Emeritus for his teaching, publishing, and research.

Captain/Dr. Stewart has been a Council of American Master Mariners member since 1989, is active in other



*Captain/Doctor Richard Stewart
Photo MARAD*

professional organizations, a member of several boards of directors and serves on public advisory committees.

Captain Stewart and his wife Kathleen Collins have been married for over 40 years, raising four children who are now accomplished adults. He has been a port expeditor, cargo surveyor, marine consultant, and Wisconsin small business owner. He served for 30 years as a commissioned officer in the United States Naval Reserve, honorably discharged in 2003 with the rank of Captain, USNR. Captain Stewart is proud to have maintained a valid Merchant Marine Credential for over 55 years. His extraordinary contributions to the maritime industry span over half a century. ⚓

Reports >>> cont'd from page 12

held a Valentine themed lunch to thank family and women in the maritime industry. The past year, Captain Laine Collins, USNR addressed the meeting commenting on her time in the Navy and the needed connection between the military and U.S. Merchant Marine. CAMM Seattle regularly invites members from the USCG

to attend meetings to encourage communication between our organization and the USCG. Our second special meeting is in October. The Seattle Chapter presents a Maritime Person of the Year Award and also presents a check to the Youth Maritime Training Association (YMTA). The Chapter hosts a charity golf tourna-

ment each year with the proceeds going to YMTA. To date, the Chapter has donated over \$150,000 to YMTA. The money funds scholarships and enables YMTA to send a representative to high schools and job fairs to inform high school students about the Maritime Industry and the potential for a well-paying career. ⚓

CAMM Celebrates Maritime Day Across the Nation

“On National Maritime Day, we honor the thousands of dedicated merchant mariners who serve on United States vessels around the world. During times of both peace and war, merchant mariners are always there — stepping up to transport equipment, troops, and goods across the globe to make our country

safer and stronger...” – From President Joe Biden, Maritime Day Proclamation.

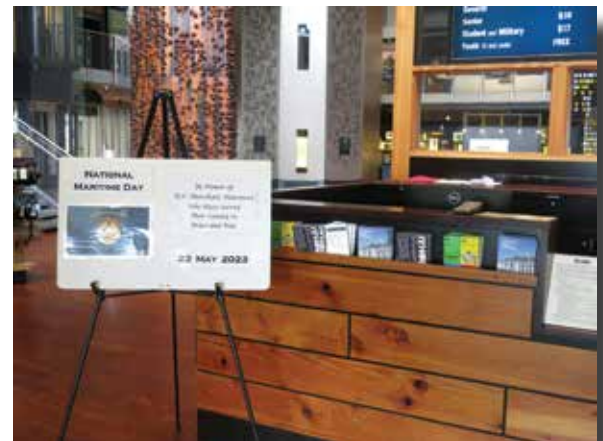
Ninety years ago, Congress declared National Maritime Day to commemorate the American steamship Savannah’s voyage from the United States to England, marking the first successful crossing of the Atlantic Ocean with steam propul-

sion. During World War II more than 250,000 members of the American Merchant Marine served their country, with more than 6,700 giving their lives, hundreds being detained as prisoners of war and more than 800 U.S. merchant ships being sunk or damaged.



Seattle

Thanks to CAMM, the Merchant Marine Flag was flown at the Museum of History and Industry in Seattle on Maritime Day. Display set up by CAMM Seattle at the Merchant Marine Memorial in Seattle. Passersby were informed about the importance of Maritime Day and the importance of the Maritime Industry. A sign provided by CAMM informs visitors to the Seattle Museum of History and Industry (MOHI) that May 22nd was National Maritime Day. A pamphlet detailing the importance of Merchant Mariners and the role they play in the defense and commerce was handed out to visitors.



Galveston



Photo right: Captain John Peterlin delivers pertinent remarks at the 2023 National Maritime Day event in Galveston.
 Photo left: CAMM members and local dignitaries were present at the 2323 National Maritime Day Celebration in Galveston, TX. The event was held Pier 21 and is the site of the U.S. Merchant Marine Memorial Plaque at Port of Galveston. The plaque was dedicated and put in place by the CAMM and the U.S. Merchant Marine Veterans (USMMV) on June 6, 1994. It shows the locations of U.S. Flag and Allied merchant ships sunk in American Waters during the "Battle of the Atlantic" between January 1, 1942 and June 30, 1942, and commemorates all U.S. and Allied merchant mariners and U.S. Navy Armed Guard members lost during World War II between 1941 and 1945.
 In the photo (from right to left): Mayor Craig Brown - City of Galveston; Rodger Rees - Port Director and CEO Galveston Wharves; Rev. Stelios Sitaras - Member of the Clergy at The Assumption of the Virgin Mary Greek Orthodox Church; Kenneth Brown - Chief of Port Police - Galveston Wharves; Tammy Lobaugh - TAMUG '85 (Maritime Administration degree); Brian Hill - Director, Western Gulf Gateway Office - U.S. Maritime Administration; Captain John Peterlin III - Assistant Professor - Maritime Transportation Department - Texas A&M University at Galveston (CAMM member since July 1983).

PHOTOS PROVIDED BY KATHY THOMAS, THE PORT OF GALVESTON'S PR CONSULTANT.

Los Angeles and San Pedro

Below: Los Angeles and Southern California CAMM members were in attendance at the San Pedro Merchant Mariner Memorial on Maritime Day. In the photo, Los Angeles County Supervisor Janice Hahn (left) presents American Merchant Marine Memorial Committee President Wendy Karnes with a County proclamation of Maritime Day.
 Right: The Merchant Marine Memorial in San Pedro, CA.



CROSSED THE FINAL BAR

CAPTAIN CARL A. JOHANNES, #2147-R

Captain Carl Johannes, known and loved for his kindness, loyalty, generosity and humor, passed away from cancer on August 16, 2023, in Seattle, with his wife and daughter by his side.

He was the son of Arsham and Phyllis Johannes and was born January 10, 1937, among the Armenian community in Jolfa, Iran. He spent the first five years of his life in India, where his father was a British Customs Officer. His family returned to England, where he graduated the Southampton School of Navigation, UK in 1955 and then immigrated to the United States.

Captain Johannes served as an officer in the U.S. Navy and as an officer in the Merchant Marine. On his birthday in 1969, the ship he was working on docked in Baltimore. He went ashore to celebrate and that is when he met Martha. They fell in love and 56 days later they were married.

They started their 38- year marriage living in Southern California. They moved to Honolulu, where Captain Johannes was a Civil Service Pilot and worked for the Navy at Pearl Harbor. Captain Johannes and family returned to the mainland, where he worked as a pilot for U.S. Naval Station Norfolk, VA.

Captain Johannes moved to the West Coast in 1981 where he worked at Naval Submarine Base in Bangor WA. He later became a Puget Sound Pilot and joined the Council of American Master Mariners in 1990. He retired from the Pilots in 2007.

The same year he retired, his wife, Martha, died. But Captain Johannes was among the lucky few people to find true love twice in a lifetime. He met Karin in 2008 when a walking group meet-up turned into a blind date. Mysteriously, only he and Karin showed up for the scheduled walk.

One of Carl's favorite routines was pouring himself a Moscow Mule and watching the "NBC Nightly News." Captain Johannes and Karin attended many CAMM Seattle meetings and events over the years. With his ever-present smile, he enjoyed the camaraderie of his fellow seafarers. Captain Johannes' life was long, well-lived and full of love. His passing leaves a huge hole in our hearts. He was preceded in death by his parents, brother, and his first wife Martha Fringer Johannes, who was the mother of his two children. He is survived by his wife Karin Jacobs Johannes, son Michael Johannes, daughter Katie Johannes Skipper, son-in-law Jason Skipper, granddaughter Josie Skipper, and stepdaughter Patria Jacobs.

The family suggests donating to one of the following organizations in his name:

- Youth Maritime Training Association
- Seattle Seafarers Center



CAPTAIN JOHN KEEVER, #1848

With regret, we report that Captain John Keever peacefully crossed the final bar in Napa, CA on November 20, 2023, surrounded by his family. John was born in San Luis Obispo to Marv and Nell Keever in 1948. John, the second of four children, was an academic at heart. His father, a manager at Pac Bell, moved the family often. They lived throughout California but made Napa home for his high school years. John graduated from Napa High in 1966 and attended California Maritime Academy (CMA). This decision would make a lasting impression on his life and the lives of many others.

After graduation from CMA in 1970, he joined Masters Mates and Pilots and sailed as a deck officer. Captain Keever returned to Cal Maritime where he held the position of professor and sailed as an officer on the Training Ship Golden Bear (TSGB). He was promoted to the position of Master of the Training Ship and eventually became the Corps of Cadets Commander.

As Captain of the TSGB he sailed to ports around the world learning from colleagues and teaching cadets. In 1996 he became a member of CAMM and in 2006 Captain Keever was named Commodore US Merchant Marine by the US Maritime Administrator. CMA was particularly important to him as he felt strongly that his role at the academy was to create an environment where students were successful in becoming professional mariners and good people.

In 2008, after retiring from CMA, Captain Keever took a job as the Vice President of Marine Operations on the Hawaii Super Ferry for HMS Global Services. HMS acquired Seaward Services and named Captain Keever as President of Seaward Services. He took a mariner's approach to this job, focusing on integrity and creating an organization filled with capable, thoughtful people.

Captain Keever was devoted to his family. John went to horse riding events with his daughter Carson and was an active participant in son Scott's high school football career. When he and his family were not spending evenings on one of the lakes near Auburn, CA, they were traveling.





John is survived by his wife, Lynden Keever (CMA 1979), daughter Carson Keever, son Scott Keever (CNA 2007), brother Bill Keever, sister Kathryn Kaufmen, sister Karol Moncrief, granddaughter Nicola Lynden Bradley, many nieces, nephews and more friends than we can count.

CAPTAIN JOHN J. MONSON, #1373

Captain John J. Monson, 79, of Friday Harbor, Washington, died February 25, 2023. He was born February 20, 1944, in Visalia, CA, the third child of Frederick O. Monson and Norma Bassi Monson. He graduated from San Luis Obispo High School in June of 1961.

Captain Monson graduated from the CA Maritime Academy in Vallejo, CA in 1964. While a student at the Academy, he received a citation for Meritorious Service issued by the U.S. Coast Guard for his heroic actions during a railroad accident in Cali, Colombia. After graduation he engaged in a seagoing career advancing through the levels of Third, Second, First Mate, and Captain. He was promoted to captain by American President Lines in 1976. His first command was the container ship *SS President Fillmore*. During his long career at sea, he sailed every ocean and most areas of the world, including Europe, Asia, the Middle East, the Orient, and all coasts of the United States. He sailed up the Saigon River on an ammunition ship and made a trip to Diego Garcia in the Indian Ocean for a diplomatic meeting between countries. His last command was the *President Truman*, which operated between U.S. ports and the Far East.



In August of 1975, Captain Monson married Carol Ann Wyatt whom he had met when she and her mother were on an extended world tour and were civilian passengers on one of his ships. They moved to their home on San Juan Island, WA in the summer of 1976. After retiring, Captain Monson pursued various interests. He was an avid fisherman and crabber, grew a large garden, made his own wine, spent many hours following the economics and politics of government and the stock market, and was quick to help people in need.

Captain Monson was a charter member of the Seattle. Captain Georg Zeluff, from San Diego, remembered sailing with John on the *President Tyler* back in 1973-1974 when John was Chief Mate and Jack Going was Master. He said John Monson was “a Class Act with exceptional knowledge and experience. John will be missed by his associates from APL.”

Captain Monson is survived by his son, Spain of Friday Harbor, a brother Lee Monson (Heidi) of Atascadero, CA; two sisters, Lorrie Anne Monson of Cedar Glen, CA and Elaine (Larry Rasmussen) of Ventura, CA, and several nieces and nephews. He was preceded in death by his wife, Carol, and by his son, Hunter.

CAPTAIN GEORGE QUICK, #3383

The world's mariners lost a powerful advocate with the passing of Captain George Quick. He died at his home in Jarrettsville, MD, on July 11, at the age of 93. A brilliant thinker with an unparalleled knowledge of maritime law and the international regulatory regime that governs the living and working conditions of seafarers. His work on behalf of mariners took him all over the world. Everywhere he went, he inspired trust and engendered respect.

A 1951 graduate of the U.S. Merchant Marine Academy at Kings Point, he later graduated from the University of Baltimore Law School. Captain Quick sailed as a licensed deck officer on passenger and cargo ships. In 1956, he entered the Association of Maryland Pilots training program and became a fully licensed Maryland pilot in 1962. He retired from active piloting in 2001 after a distinguished piloting career of over 40 years.

Captain Quick served as president of the Association of Maryland Pilots from 1969 to 1983, and as Vice President of the American Pilots' Association from 1972 to 1986. He was president of the Port of Baltimore Maritime Exchange and a member of the Maryland State Board of Examiners of Maryland Pilots. In 1970, Captain Quick joined with other professional pilots to form the International Maritime Pilots' Association, an organization that today represents over 8,200 pilots in 53 countries. He was elected vice president of the MM&P Pilot Membership Group in 1982 and served in that role for more than four decades.



Captain Quick joined the Council of American Master Mariners in 2015 and was a Presenter at the CAMM's Professional Development Conference in 2015. He made significant contributions at the joint CAMM-International Federation of Shipmasters Association conference in 2017. He testified at hearings and official proceedings before boards, commissions, and legislative



committees. Captain Quick was chosen as a distinguished graduate of the U.S. Merchant Marine Academy and received lifetime achievement awards from the American Pilots' Association, the Admiral of the Ocean Seas Committee, Safety at Sea and numerous national marine societies.

At the International Maritime Organization, Captain Quick represented the International Maritime Pilots' Association and later the International Transport Workers' Federation. In February 2023, Captain Quick was recognized by the IMO for five decades of service to the international maritime community. IMO Secretary-General Kitack Lim praised his achievements, his commitment, and his drive and stated that, "Over many years, he has been an unwavering advocate for seafarers' rights. Since his first meeting nearly 50 years ago, Captain Quick has attended well over 100 IMO meetings, where he has substantially contributed to the drafting and amendment of many IMO instruments, resolutions, and other standards that have contributed directly to the safe and environmentally responsible operation of world shipping and the welfare of seafarers around the globe. In short, Captain Quick has made the Organization better and more effective and he has helped to ensure its future is in good hands." The Maritime world will miss Captain George Quick.

CAPTAIN PAUL D. ROONEY, #1338-RU

Captain Paul D. Rooney, born December 9, 1935, in Medford, MD, died June 29, 2023 in Jupiter, FL. He was 87 years old. Prior to graduating from Maine Maritime Academy in 1961, he served four years as an enlisted man in the USCG on the CG Cutter *Acushnetout*. After graduating from Maine Maritime, he started his career sailing on tankers for American Trading & Production Company. Captain Rooney joined the International Organization of Masters, Mates, and Pilots in 1962 and began sailing out of the New York union hall on break-bulk ships.

In 1967, he started sailing with Farrell Lines as Second Mate and later as Chief Mate. He was promoted to Master in 1976 and became a member of the Council of American Master Mariners the same year. Captain Rooney continued sailing with Farrell Lines until 1992 when Farrell Lines sold most of their ships to US Lines. After five years with US Lines, Captain Rooney was employed by Sea-Land Services and sailed off the west coast to the Far East. He spent the last ten years of his career with Sea-Land and retired in 1997. His last command was the SS *Sea-Land Reliance*.

Captain Rooney's wife of 42 years, Cecelia, predeceased him. He is survived by his daughters Michelle and Laura and grandchildren Darby and Jake Brown.



CAPTAIN HARRY M. "SMOKEY" STOVER, JR., #1269

Captain Harry Marshall Stover, Jr. was born on March 10, 1946, in San Diego, CA to Harry Marshall Stover, Sr. and Virginia Snyder Stover. He died July 23, 2023 at the age of 77.

After graduating from the Robert Louis Stevenson School in Carmel, CA, he received his Bachelor of Science Degree from Texas A&M University in 1968. After graduation, he sailed with Sea-Land Service as a Third Mate. He was promoted to Master in 1974 and became a member of the Council of American Master Mariners. Captain Stover ended his career in 2000 having served as Master of the MV *Sea-Land Innovator* for 15 years. In 1989, Captain Stover moved to Napa, CA where he built a home on Atlas Peak. In 1994, he married Andrea Golly Stover. After his retirement, he worked as a self-employed marine consultant, and then for Jeppesen Marine as a marine passage planner (2011 to 2016). Captain Stover was a man of many interests. He raised cattle on Atlas Peak, researched and published a book on his family's history. Having proved a number of his own ancestors were patriots at the time of the American Revolution, he became the registrar for the Redwood Empire Chapter of the Sons of The American Revolution.

Captain Stover helped others research their ancestry and was a volunteer with the Napa Valley Genealogical Society. His relatives sent the following quote to his wife Andrea from the final stanza of the West Point Alma Mater:



And when our work is done,
Our course on earth is run,
May it be said, "Well done"
Be thou at peace."

A fitting tribute to this very kind man who had an impact on many lives.

Captain H. M. "Smokey" Stover is survived by his wife, Andrea, his sister, Marcia Medlock (T.P), niece, Meredith Hein (George), and nephew, John Medlock (Michelle).



The Maritime Industry The Driving Force Behind the Global Economy

IMAGE BY LLAMBRANO FROM PIXABAY

2024 Annual General Meeting and Professional Development Conference

New Orleans - April 17-19, 2024

Wednesday

Arrival Day

CAMM Reception in the Hotel

Thursday

Annual General Meeting

Members Only

Guest Day Outing

Tour of WWII Museum with Lunch

Evening Social Outing

Dinner at Hilton Riverside Hotel

Open to the Public

Friday

Professional Development Conference

Open to the Public

Guest Day Outing

New Orleans Cooking Tour -

Lunch & Local Shopping

Closing Dinner

Open to the Public

Special Dinner Event at the

World War II Museum

Lalonde Award

Raffle



JEROME DOMINICI

Location:

Hilton Riverside Hotel

2 Poydras St

New Orleans, LA 701300

504-561-0500

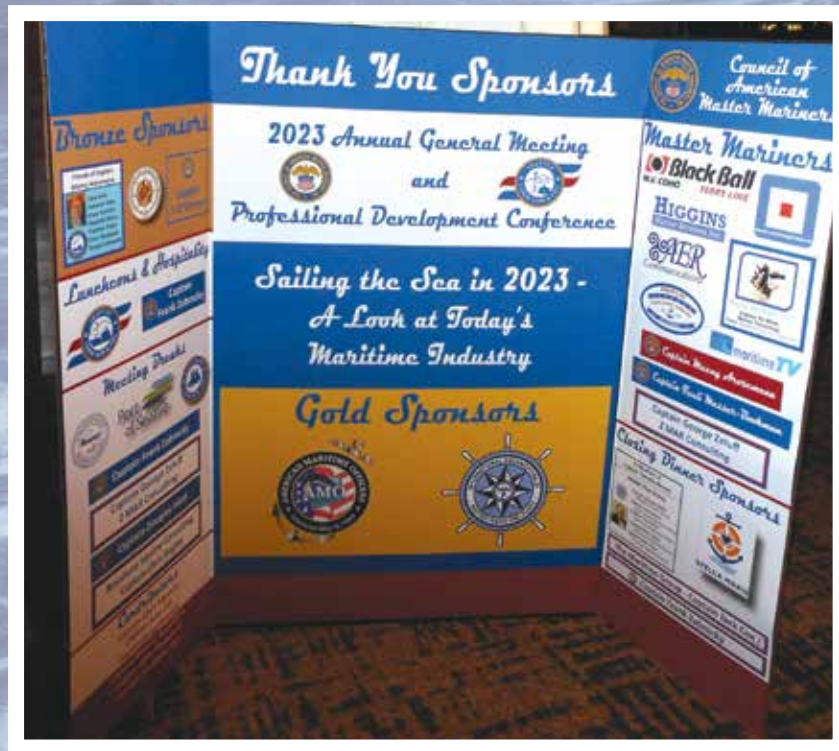
See pages 31 and 32 to register and become a Sponsor.

Memories of Annual General Meeting and



Captain Mark Grosshans and Captain RJ Klein at the Professional Development Conference

Captain Don Moore, Ms. Jackie Moore, and Ms. Nelly McCright at the closing dinner.



Sponsor Board which was on display at all events



Executive Vice-President RJ Klein, Keynote Speaker Captain Don Moore, and National President Joe Hartnett at the Closing Dinner

Professional Development Conference 2023



Professional Development Conference.



Captains Kevin Coulombe and Kevin McHugh listen to Captain Bill Westrem tell a Sea Story



Captain Patrick Hilbert, USCG, Membership Vice President George Zeluff, and



Captain Tuuli Messer-Bookman displays her book *Maritime Casualties - Causes and Consequences*



Captain Kevin Coulombe makes a point at the AGM

Keynote Speaker

Captain Patrick Hilbert



Captain Patrick Hilbert, Commander USCG Section Puget Sound

CAMM welcomed Captain Patrick Hilbert as their Keynote Speaker at the Closing Dinner. As Commander, U.S. Coast Guard (USCG) Sector Puget Sound, Captain Hilbert is responsible for the Joint Harbor

Operation Center, the Puget Sound Vessel Traffic Center, seven Cutters and multiple boat stations in the Pacific Northwest. The primary mission of the USCG in Puget Sound is to keep the Maritime Transportation System safe.

Captain Hilbert grew up in Western New York State and decided to attend the USCG Academy, mainly because of “cool photos in their brochure” and the fact that it was a free college education. He was disappointed to learn that “officers” did not get to jump out of helicopters and make ocean rescues, nor do they drive the boats in heavy seas across the Columbia River Bar – both of which were depicted in the brochure. He has had command of several USCG Cutters and is a Marine Safety Engineer. Captain Hilbert has spent the majority of his USCG career in Marine Safety including time at the Marine Safety Center in Washington, D.C. He has served in the Netherlands, Alaska and is wrapping up his career in Seattle.

Recent Marine Casualties in Puget Sound

Captain Hilbert commented on maritime casualties that had recently occurred in Puget Sound in which the USCG was called into action. On 8 April, a fire occurred aboard the fishing vessel *Kodiak Enterprise*. When the

ship caught fire, it was moored in the Hylebos Waterway in Tacoma, WA. A Unified Command composed of the Tacoma Fire Department, U.S. Coast Guard, Washington Department of Ecology, Trident Seafoods, and Puyallup Tribe of Indians, with support from several other agencies brought the fire aboard the 253 feet vessel under control on 12 April. Captain Hilbert was happy to report that there were no injuries and no significant pollution to the waterway.

On 15 April, the Washington state ferry *Walla Walla* lost power, causing a loss of steering resulting in the vessel going aground. The USCG and the Washington State Department of Transportation have determined that the loss of power was caused by contaminated fuel. The ferry was in route from Bremerton to Seattle when she grounded softly in Rich Passage, a narrow and curving waterway on the route. The ferry was successfully refloated on a high tide and towed to a facility in Bremerton where it was determined that there was very little damage to the hull.

At the time, there were 596 passengers and 15 crewmembers on board. The USCG responded and a rescue ferry successfully off-load the passengers. Captain Hilbert stated that given the number of passengers and their varying ages and health added to the degree of difficulty in safely evacuating the passengers. There



Fishing vessel *Kodiak Enterprise* on fire on the Hylebos Waterway in Tacoma, Washington, April 2023.

PHOTO COURTESY WASHINGTON DEPARTMENT OF ECOLOGY.

were no injuries but “things could have turned out differently.” Captain Hilbert is proud of the ability of the USCG response teams to work well with other agencies to quickly and adequately react to casualties and ensure a good outcome.

Drugs and Human Trafficking

Captain Hilbert was asked about drugs and human trafficking along the U.S./Canadian Border. He responded that the USCG has 11 Missions and Counter Drugs is one of them. Locally, the mission is not as high profile as it is on the U.S. Southern border, but the Puget Sound Sector does actively patrol to stop illegal drugs and human trafficking. While some of this activity takes place on the water most of the illegal activity on the U.S./Canadian is land based.

Continued on page 25>>>

Relying on Electronic Navigation: Are Bridge Crews Ready if GPS Fails?



Captain Mark Heward, Director of the Maritime Institute of Technology and Graduate Studies (MITAGS), in Baltimore, MD, challenged the attendees at the Council of American Master Mariners' 2023 Conference with the question whether navigation – the science of moving ships from one point to another - should be categorized as education or training.

Captain Heward started his sea-going career in the British Navy as a Naval College Entrant (NCE) or as he said, “not completely educated.” He argued the concept of a college education versus actual training. He suggested that this should be the topic of curriculum, i.e., which actually better serves the mariner education or training? Fixing points on paper, using math, and checking visual points remain key skills that British navigators have and that all navigators should have.

Navigators for the Royal Navy received a number of training courses in addition to standard education which is reflected in a critical difference between the United States Navy and the British Royal Navy. While the U.S. may have 20 individuals on a bridge, the Royal Navy has an Officer of the Deck, and two able seamen serving as the helmsmen for navigation and tactical communications. An additional 2nd Watch Officer may be onboard, but that individual is usually a cadet in training. Together, this crew guides a ship on

its journey. Though electronic aids are now on ships, the ability to use paper charts and hand calculations remains a core component for the Royal Navy navigation and in Captain Heward's experience, is critical to safe ship operations.

“The Royal Navy does not and never has trusted GPS,” said Captain Heward

As an example of the flaws of relying on GPS, Captain Heward, who served 22 years with the Royal Navy, recounted his experience of navigating the HMS *Kent* as it was headed toward the Port of Gibraltar. As navigating officer, he had completed his visual points, had a diligent lookout and performed his calculations, but the navigation signal light was not coming into view as expected. As the ship got closer, Heward used visual markers and radar to ascertain there was problem. Unbeknownst to the ship, the GPS (for an unknown reason) had been three miles out the entire evening, which had affected the plotting. After rechecks, resets and using the paper charts and calculations, the ship was put back on the proper course avoiding

a grounding and came safely into port.

However, Captain Heward admitted that electronic navigation (i.e. EDCIS) can be useful, but as support not reliance. The use of electronic navigation equipment was prompted by the Royal Navy's last major grounding in 2002. The HMS *Nottingham* grounded on Wharf Rock, a well charted hazard off the shore of Lord Howell Island near Australia. The grounding occurred when a young officer on the bridge was assisting with navigation while the Officer of the Watch was working with the crew to receive the captain's helicopter. With the focus on getting the helicopter landed and secured, the bridge watch failed to notice the big wash from the rock, which indicated the ship's close proximity to the well-documented underwater hazard. Navigationally, the young officer's calculations for the estimated time of striking the rock were perfect, he just didn't tell anyone. The grounding nearly caused the ship to sink, and the repairs costs were in excess of \$26 million.

Continued on page 27 >>>



HMS Nottingham's arrival in Portsmouth, UK from Australia on board MV Swan The Nottingham was damaged after grounding on Wolf Rock, a well charted hazard off the shore of Lord Howell Island, Australia.

PHOTO FROM SHIPSNOSTALGIA.COM

Polar Navigation

Expertise Needed for Ships Officers Navigating the Northwest Passage



Captain Marian Tudoran gives his presentation at the PDC.

PHOTO: MARITIME TV/CAMM

Captain Marian Tudoran presented an overview of what is required of a navigator in the Northwest Passage and the status of the United States ice breaker fleet and activity in the Arctic region, at the 2023 CAMM Professional Development Conference. The Northwest Passage through the Arctic Sea presents a tremendous economic opportunity for the countries that can access it. China predicts a savings of \$60 to \$120 billion per year if they could route ships destined for Europe from Asia through the Northwest Passage as compared to the Panama Canal. It could also reduce the cost of moving oil from the U.S. West Coast to Europe. To do that, ship captains would need to learn how to navigate in ice.

After graduating from California Maritime Academy in 2015, Captain Tudoran joined the University of Alaska's research vessel R/V *Sikuliaq*. He started as an AB aboard the *Sikuliaq* and advanced to Chief Mate. The R/V *Sikuliaq* is a Polar Class (PC) 5 vessel which can operate year-round in medium first-year ice. From 2015 - 2021 Captain Tudoran made seven voyages into the ice-bound waters of the Beaufort and Chukchi Seas learning polar navigation from some of the world's most highly arctic-experienced personalities. In 2022, he obtained his Unlimited Masters License with an Advance Polar Operations Certificate.

Captain Tudoran explained that ice breaking to transit the Northwest Passage requires extreme situational awareness, tight ship management, along with clear and constant communication between operations, engineer-

ing and navigation. Ice flow is dynamic and the current lack of satellite coverage and weather stations in the Arctic demands diligence by the ship crew in data collection and analysis to ensure safe and solid movement through the ice.

Ice is different depending on the region - Baltic Ice is different from Great Lakes ice, which is different from Arctic and Antarctic ice. Wind, currents, Coriolis force and geography all affect ice flow which can dramatically shift in just a few hours. Because satellite renderings of the ice can take 16 hours to be transmitted and are available only weekly, crews must rely on local radar, weather information, observations, telemetry and more to create solid situational awareness. Captain Tudoran referred to the efforts of geographic information system specialists like Steve Roberts as nearly Herculean when describing the layers of data and input on wind, weather, currents, ice flows and temperatures in daily briefing documents presented to the Captain and Bridge Team - all the information is like "EDCIS on steroids." If lack of weather stations and current satellite data did not present its own challenge, being near the magnetic North Pole can play havoc with a standard compass as the magnetic flux is actually vertical.

Ice dynamics are also influenced by temperature and salinity which can shift dramatically near freshwater flows. Freshwater freezes at 32° F while saltwater freezes at 28°F. Captain Tudoran

recalled an incident where his ice breaker was working near the Mackenzie River off the North Coast of Canada. They had been making steady progress when they experienced a sudden slow down. A quick investigation of the situation revealed that the "salinity had tanked." The water temperature was at 28°, but the salinity had moved to near freshwater - the ship was quickly being "nipped" (pinched between two ice flows) from underneath. These types of environmental factors mean ice breaker crews cannot bed down and expect conditions to remain the same.

The sheer force and pressure that ice breakers experience requires special design features from heated decks and windows to especially re-enforced hulls. Ice breakers must be created from scratch, stated Captain Tudoran - ships cannot be retrofitted as icebreakers. The crew and Captain's knowledge of the ship's design and machinery capabilities is also critical to successful operation in Arctic ice.



The RV *Sikuliaq* shown above, is an American research vessel owned by the National Science Foundation and operated by the University of Alaska Fairbanks College of Fisheries and Ocean Sciences. RV *Sikuliaq* is named after the Inupiaq word for "young sea ice."

They must constantly be aware of engine propulsion specifications, generator specifications along with ship's structure and design. As an example, while a ship's parameters may state 22.5-degree roll



Chart of the Northwest Passage

PHOTO: NASA

allowance, the ship may roll 30°, and some have experienced rolls as high as 47°.

Engine and propulsion load bearing are also critical. The system may be designed to accommodate 100% to 150% of its kilowattage maximum, but ice can suddenly spike that load which pushes all the force back into the propulsion system. Captain Tudoran acknowledged that on the RV *Sikuliaq*, engineering excellence and awesome dive teams could handle situations like shattered shaft lines with incredible efficiency and prowess.

The Navigating Officer must weigh risk/reward when the ship exceeds design specifications. The most important lessons Captain Tudoran could offer for Navigation Officers operating in Arctic ice?

- 1) Go where the ice allows you to go
- 2) Slowing yourself down to allow you to process what is happening. Moving forward at 4 knots is a solid speed for an icebreaker.

The U.S. is severely behind Russia, Canada and even China in terms of an ice-breaking ships. The U.S. govern-

ment has approved funds to build three new polar icebreakers for the USCG, but delivery is still years away. There are plans to eventually create a deepwater port in Gnome, AK, but the absence of refueling and repair stations along the Northwest Passage makes traversing the Arctic Sea treacherous. Until the U.S. can emphasize the development of an ice breaker fleet and commit resources, the expansion of the fleet will move as slowly as ships through ice.

Hilbert >>> Cont'd from page 24

Whales

In December 2022, President Biden signed the National Defense Authorization Act (NDAA) which includes several provisions that will reduce ship noise and vessel strikes and protect the iconic Southern Resident orcas and other whales in the Puget Sound. This bill authorized the USCG to set up a “Whale Desk.” The new Whale Desk will help the USCG communicate with mariners when necessary, to help avoid ship strikes and other vessel disturbances of orcas.

According to Captain Hilbert, the USCG is working to formulate a plan of action that will meet the Congressional intent of NDAA. Meanwhile, voluntary organizations (like Quiet Sound – a grant program to support ports and initiatives that aim to reduce underwa-



An Orca and Ship Share the waters of Puget Sound

PHOTO BY ANDRAWAAG, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL

ter noise pollution from large vessels that share waters with orcas and other sensitive whales) are working to pro-

tect whales in Puget Sound while minimally impacting commercial shipping.

Sailing Towards a Sustainable Future: Responding to Rapid Changes in Maritime Policy, Society, and Technology



James Spear makes a point during his presentation at the CAMM Professional Conference

“Do today’s seafarers and the global economy they support have the structural support needed for the next 246 years?” asked James Spear as he began his presentation to CAMM members at the 2023 CAMM Professional Development Conference. The rapid pace of change in social, technological, and environmental arenas presents a significant challenge to the maritime industry. These issues must be addressed within a regulatory environment that is extremely slow in developing relevant and applicable guidelines.

As maritime policy changes, the landscape of regulation becomes increasingly complicated and almost un-navigable. In the midst of these changes, the industry also experienced significant disruptions to their operating models and must choose a course for their workforces.

“Impacts such as Covid-19 and the conflict in the Ukraine have likely accelerated pre-existing trends...,” Spear stated. “There can be no shipping without the workforce to support it.”

In addition, the speed of change in new policies for decarbonization, digitalization, and DEI (Diversity, Equity and Inclusion) has significantly outpaced the regulatory framework. This has an impact on the crew and particularly the Captain.

Today, the effort to engage, recruit and

retain seafarers who have the optimal combination of experience and expertise presents a serious challenge. While maritime policy may shift quickly, developing the regulations to implement a new policy and subsequently developing the curriculum needed to educate maritime students occurs at a turtle’s pace. Ballast water exchange regulation (Ballast Water Management) is an example of the turtle pace of regulation development by the International Maritime Organization (IMO). The initial dialogue on this issue took place nearly 30 years (1991) before its actual implementation (2017).

The shipping industry is subjected to oversight under a complex web of federal, state and international regulatory agencies. The United Nations, through the IMO, has developed 17 sustainability goals to move the maritime workforce toward a sustainable world with fair pay, gender equality and a society that is a responsible steward of the earth.

The question is: Are regulations flexible enough to allow for adaptation to the rapidly changing social, environmental and technological changes?

There is a need for developing responsive and flexible regulations that can translate into current and relevant educational standards. This will be the only way to develop the future workforce for the maritime industry. Currently, there is no holistic approach to solving this need. Spear suggested that the IMO and government agencies should ensure that new regulations are more thoughtful and fit for purpose.

The process of passing regulations for the industry is done by the IMO. While the Secretary General of the IMO has 300 professional staff in London, the real work happens through committees (i.e., the Maritime Safety Committee or the Marine Environment Protection Committee). How does a process that

can take as much as a decade to finalize a regulation keep pace with changes in technology and societal values that seem to happen monthly? How do we educate present and future mariners about regulations that affect their ability to properly perform their duty?

At the Maritime Academies, the regulatory required training along with the credits need to obtain a college degree means that their students must take nearly 40 more credits to earn their degree than their counterparts at other universities. To accomplish this standard, educators must balance the regulatory required training, the college curriculum, and the reality of onboard ship operations.

Spear asserts that it will take partnerships to tackle both of the issues. He advocates for partnerships and collaboration between industry and regulators to improve and enhance education in advance of regulations and official guidelines. By working with organizations like the International Association of Independent Tanker Owners (INTERTANKO) schools can obtain current operational information to develop curriculums to keep students on the cutting edge.

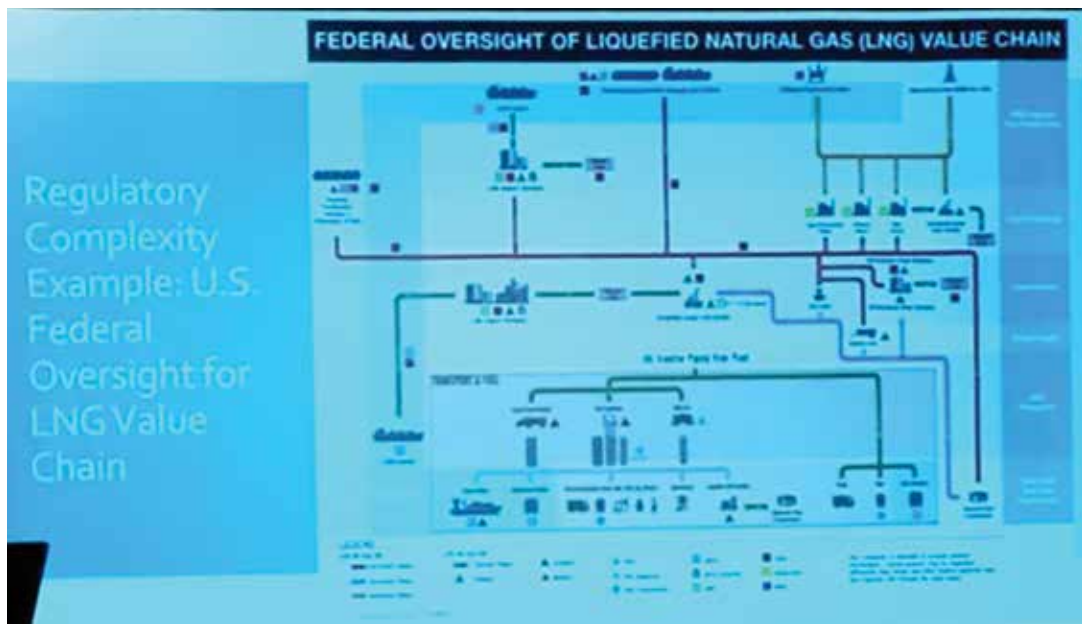
As an example, Spear noted that the changes incorporated into Ship Inspection Report Programme (SIRE) have changes that will affect junior officers and cadets onboard bulkers. SIRE is a unique tanker and barge risk assessment tool used by charterers, terminal operators and government bodies to assist in the assurance of ship safety standards.

Developed alongside industry, SIRE 2.0 is purported to transform how ship inspections are conducted. The digitalized inspection program will support industry efforts to continuously enhance safety by the tanker inspection process and keep the industry in line with evolving risks, technology and expertise. However, the current education process

does not prepare officers for the demands of SIRE 2.0.

“In many ways the shipping sector must account for its unique nature,” said Spear. He suggested that curriculums should be reevaluated for relevance, especially in terms of how much time is spent on a topic. He pointed out that the USCG requires a 70-hour course for GMDSS (Global and Maritime Distress and Safety System). The technology that the course focuses upon is predicated on a floppy disk! Today’s students have no frame of reference; they think a floppy disk is the “save icon.”

We need to prepare future mariners for what is actually happening in the industry. Developing responsive and flexible regulations that can translate into current and relevant educational standards will be the only way to develop the needed workforce for the ever-changing maritime industry. If the IMO and governing agencies cannot achieve this, then partnerships



Info-graph shows an example of how complicated regulatory oversight has become. Each colored line and symbol represents a different agency demonstrating the overlap of regulatory oversight experienced by the LNG industry.

with industry associations, labor and professional organizations will be critical to maritime workforce development.”
James Spear is a lecturer and instructor at the State University of New York Maritime College at Fort Schuyler (SUNY). He teaches courses in sustainability, marine tanker operations, com-

mercial ship management and the newly-launched LNG course at SUNY. A 2011 graduate of SUNY, Spear is a 6th generation seafarer and he holds an Unlimited Second Mate License. He is a delegate to the IMO’s Marine Environment Protection Committee and is the Board Secretary of the Navy League, New York Council.

Heward >>> Cont’d from page 25

This was a key incident that drove the Royal Navy to begin installing electronic equipment on their ships. This is not because their navigational practices were poor but because of the advantages that these systems offered in terms of situational awareness and increased support.

Captain Heward conceded that electronic navigation can be particularly helpful in areas like the Suez Canal where landmarks are unavailable at night, the bottom is flat and there are territories like Iran’s identified waters to avoid. In such cases, electronic navigational aids are fantastic.

He noted his concerns with the move toward electronic navigation as rooted in the difference between education and training. Captain Heward stated that “Education is the process of get-

ting knowledge, skills, beliefs and values” which are used to develop a well-rounded understanding of a particular subject or field such as the maritime industry. He defined training as learning a “specific skill set, knowledge and abilities” for a specific job or task. The goal is to improve performance, which can be accomplished by using simulations and hands-on experience. Captain Heward stated that most of our maritime schools deliver more education than training.

Captain Heward noted that EDCIS “training” is more along the lines of education and does not prepare a navigator to actually use the system. In contrast, he illustrated what advanced training looks like as he described the post graduate certification that identifies a Royal Navy Officer as a Navigational Subject

Matter Expert. This training requires officers to safely navigate their ship without the use of GPS/EDCIS equipment.

Captain Heward is concerned that our mariners may not be properly trained to navigate their ship if the GPS/EDCIS were to fail or be disabled. He challenged captains to turn off their ship’s GPS or just change the settings on the EDCIS and see if 1) the bridge team notices and 2) if they know how to react. We must instill professional curiosity and also professional pride in navigation. He noted that when navigating in restricted waters, best practices would be to use electronic aids like EDCIS as an agree/disagree check of an officer’s navigational calculations. He stated, “It is all about the ship driving the EDCIS and not EDCIS driving the ship.”



Annual General Meeting

CAMM Continues on the Right Course

CAMM President, Captain Joe Hartnett, welcomed members to the 83rd Annual General Meeting (AGM). CAMM Chaplain, Father Sinclair Oubre, gave an invocation. Will Watson (#3256) was appointed Parliamentary Advisor and the minutes from the 2022 AGM were approved. Captains Don Moore (#1513) and Kevin Coulombe (#3221) were appointed to certify the Proxy Card Count. The agenda for the 2023 Meeting was approved and adopted by the membership.

Father Oubre read the names of members who had crossed the final bar since the last AGM – there were 11 members in this Final Roll Call. Eight Bells were struck in their remembrance followed by a moment of silence.

State of CAMM

Captain Hartnett stated that overall, CAMM is doing well. Our membership is holding steady, and he is pleased with the direction the organization is moving. The pandemic interrupted our participation in IFSMA and interaction with Congress concerning maritime issues. Everyone is getting back to normal operations including CAMM. More work remains to be done in making people aware of the value of joining CAMM, and we also need to work on collaborating with other groups that are interested in promoting the U.S. Merchant Marine. Finally, we must recognize that Congress is the key to revitalizing our industry.

Secretary Treasurer

Captain Augusta Roth reported that the organization is within budget and financially healthy. Members are paying their dues on time, and all bills are being paid. We are endeavoring to obtain more advertising for *Sidelights*. To that end, Aaron Arabski (#3523) has been very active in soliciting ads and we should see positive results in the near future. Any member wishing to view a detailed account of CAMM's budget and

current finances, please contact Captain Roth at captroth@mastermariner.org.

VP National Government Liaison

Captain Jeff Cowan (#3070) was unable to attend this year's Sail-In to Congress due to timing conflicts. He stated that CAMM's attendance at the Sail-In is vital to educate Senators and Representatives on the importance of maintaining a U.S. maritime industry. Many members of Congress are unaware of the critical role our industry plays in the U.S. economy. The Sail-In can serve as a valuable tool to enlighten them. We need more members like Senator Mark Kelly (D-AZ) and Representatives John Garamendi (D-CA8) and Michael Waltz (R-FL6) who are strong advocates for the U.S. Merchant Marine.

Captain Hartnett suggested that the best way to contact Congress is for our members to meet with their representatives at their local office (or meet with an aide). You are their constituent, and

they want to hear from you. It may take some savvy conversation to gain reception, but they will listen once you are in the door. When in DC, members are often distracted by what is currently happening on the Hill. The Navy League is an excellent source of information about maritime legislation. Members can also go to social events to get ideas out to the public or meet with your Representative's Chief of Staff or Legislative Director/Aide who are the draft builder of bills.

Will Watson, a longtime Washington insider, stated that it is important that you do your homework prior to meeting with your representative (or staff member). Ensure that you have an elevator speech prepared (a short description of your idea that explains our industry in a way that the person can easily understand and relate). Have an "ask," i.e. tell them what you want them to do in Congress.

Membership

Membership VP, Captain George Zeluff, stated that we have added 20 new members since our last meeting. He plans on reaching out to all local CAMM Chapters and the Maritime Academies for help in recruiting new members. Captain Mike McCright (#2753) suggests that CAMM consider advertising in industry magazines. Captain Nick Lewis (#3034) asked about lowering the Cadet dues. This must be a voted agenda item. Captain Roth suggested ideas of how to create financial alternatives for CAMM Cadet chapters. Captain Zeluff reminded the membership that Associate levels are limited to a percentage of total membership.

Captain Lewis suggested that ship visits, like those conducted by Captain Chris Carson (#2129) may be a means of recruiting new members. Captain Zeluff agreed and asked that anyone conducting ship visits to please provide contact information to him or Captain Roth for follow-up. Good



Captain Augusta Roth

contact information should contain an email, phone, and snail mail address.

Those in attendance welcomed our newest member Arthur Seaman, #3580-S. He was introduced to CAMM through Overseas Shipholding Group and *Sidelights* magazines. CAMM should devise an outreach program directly to companies with a return statement for companies to respond with prospective members. Captain Zeluff reminded members that membership information can be found on the website.

Positions

Captain Hartnett presented CAMM current Positions and Views for review by the membership. It was decided to continue all Positions in their present form (with updates to resolution and regulation numbers as that may have been updated). No Views were advanced to Positions.

The website will be updated accordingly. A discussion was held as to the best tactics for CAMM to use to move forward key positions selected by the membership. It was suggested that members direct their Congressional Representatives and prospective new members to our Position page (<http://www.mastermariner.org/positions.html>). This would give them an idea of where CAMM stands on importance maritime issues.

Media

See Captain RJ Klein, Media VP's report on page 11

Chapter Reports

Reports were delivered by representatives from the various chapters. Please see "In the Council" (Page 10) for reports and updates. Absent were NY/NJ Metro, Miami, Tampa Bay, LA/LB, and Columbia River.

Old Business

Strategic Plan: Captain Roth and Captain McCright will work on the plan, and it will be submitted to BOG at the next AGM.

Insurance: CAMM has secured an officer's and director's insurance plan.

This should protect CAMM financially from lawsuits against the organization and its officers.

Social Media: CAMM is on Facebook, but has yet to expand onto other social media platforms such as Linked-In or What's up. It is recognized that CAMM needs to have a presence on social media. It is a matter of volunteers willing to set-up and monitor any sites sanctioned by CAMM. It was agreed that initially Linked-In would be the best avenue for exposure.

New Business

The location of the next two AGMs

was decided – 2024, BoG selected New Orleans (see pages 19, 31, 32 for details). For 2025, the meeting will be held on the East Coast. Possibilities include Boston, Washington D.C., and Savannah, GA.



Captain Joe Harnett



Captain Tuuli Messer-Bookman



Annual General Meeting

Missing Presentations – Next Issue

Several excellent presentations at the 2023 Professional Development Conference (PDC) did not make it into this issue of *Sidelights*. Captain Joe Hartnett interviewed Puget Sound Pilot, Captain David Melin. They discussed several topics concerning piloting which included Pilot Training, Bridge Team Management, and Crew Professionalism. Captain Grosshans, Master of offshore tugs, enlightened CAMM members about deep-sea towing and discussed the proposed windfarm to soon be installed off the California coast. Mr. Jeff Engels, U.S. West Coast IFT Coordinator, spoke about the plight of international seafarers, while Father Sinclair Oubre addressed the mental health of today's mariners



Above, "Taller than the Chrysler Building" is the description used by Captain Grosshans when talking about the windmills to be installed off the California Coast



Father Sinclair Oubre and Mr. Jeff Engels, U.S. West Coast IFT Coordinator, discuss the plight of seafarers in today's maritime industry

PHOTOS FROM MARITIME TV OR CAMM STAFF



Captain Joe Hartnett interviews Puget Sound Pilot, Captain David Melin.

Captain Alan H. Moore, USCG - Keynote Speaker at the 2024 AGM in New Orleans

Captain Alan H. Moore will address the CAMM membership at the 2024 AGM in New Orleans on April 18. Captain Moore serves as the Chief of the Eighth Coast Guard District's Prevention Division, which is responsible for providing Marine Inspections, Marine Investigations, and Auxiliary workforce mission support to seven Sectors, nine Marine Safety Units, and 10 Marine Safety Detachments. His 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.



Captain Alan H. Moore, USCG



Registration Form 2024 CAMM AGM/PDC April 17-19 New Orleans, LA



Name: _____ CAMM Membership No.(if known): _____

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 April 17	Thursday April 19 AGM			Friday April 20 PDC			
AGM-PDC will be at the Hilton Riverside Hotel on in New Orleans, LA Closing Dinner is Off Site at WWII Museum	CAMM Welcome Registration No Charge	Annual General Meeting (AGM) w/Lunch Members Only \$100	Guest Outing WW II Museum Tours W/ Lunch \$70	Evening Social Dinner Hilton Riverside Ball Room \$100	Guest Outing Cooking Class w/Lunch & Shopping (Groups Choice) \$70	Professional Development Conference (PDC) W/Lunch Open to Public \$100	Closing Dinner and Reception Check Your Dinner Choice \$100	Total
Primary Attendee							Steak Filet	
							Fish - Local	
Guest 1							Steak Filet	
							Fish - Local	
Guest 2							Steak Filet	
							Fish - Local	
GrandTotal								

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 12, 2024 to:**
 Captain Augusta Roth, CAMM Conference, 3502 Prairie Drive, Dickson, TX 77539-9316

Registration for hotel reservations should be made online at:
<http://book.passkey.com/e/50688470>



Council of American Master Mariners 2024 Sponsorships



Professional Development Conference & Annual General Meeting

April 17-19, 2024 New Orleans, LA

Meeting Sponsorships

All Meeting Sponsorships include:

- Includes your company's logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM's magazine, and on all event-related materials
- Acknowledgments made from the lectern during all meetings
- Company logo posted on CAMM website's on the annual meeting web page and in *Sidelights*
- Company logo in all event-related materials

Platinum – \$5,000

- Your Logo as a CAMM Sponsor displayed on CAMM's Website for the next calendar year - www.mastermariner.org/
- Inclusion of company promotional item in the Welcome Kit
- Six-foot table for promotional display (or stand-up booth display)
- Six (6) Tickets to the Thursday Night Social Dinner Event
- Six (6) Tickets to the Friday Night World War II Museum Dinner Event

Gold - \$3,000

- Your Logo as a CAMM Sponsor displayed on CAMM's Website for the next calendar year - www.mastermariner.org/
- Inclusion of company promotional item in the Welcome Kit
- Four (4) Tickets to the Thursday Night Social Dinner Event
- Four (4) Tickets to the Friday Night World War II Museum Dinner Event

Silver - \$2,000

- Two (2) Tickets to Thursday Night Social Dinner Event
- Two (2) Tickets to the Friday Night World War II Museum Dinner Event

Bronze - \$1,000

- One (1) Ticket to Thursday Night Social Dinner Event
- One (1) Ticket to the Friday Night World War II Museum Dinner Event

Master Mariner - \$500

- Includes your name or company's logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM's magazine, and on all event-related materials

PLEASE IDENTIFY YOUR DESIRED SPONSORSHIP BELOW

To become a Sponsor, please fill out this form and mail with your payment – or, you may pay online by credit card at: <https://client.pointandpay.net/web/CAMM/> (Select Tickets/Donate as "Payment Type"):

Name/Company Name: _____ Contact person: _____

Sponsorship _____ Sponsorship Amount: \$ _____

Email address: _____ Phone: _____

Make Checks payable to **CAMM AGM/PDC 2024**
and mail to: Captain Augusta Roth, National Sec/Treas.
The Council of American Master Mariners, Inc.
3502 Prairie Dr.
Dickinson, TX 77539-9313

Mark "X" here if you paid online: _____

Date Paid online: _____

QUESTIONS? NEED HELP? CALL or Email US!

518-787-4056 - captroth@mastermariner.org

Other Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern prior to the event
- Company logo displayed as sponsor for the specific event
- Company logo posted on CAMM website's on the annual meeting web page and in *Sidelights*
- Company logo in all event-related materials
- Check website for Availability at: www.mastermariner.org/

Social Event Sponsor - \$1,500 – Two (2) Available

- Logo/Banner display at event
- 4 Tickets to event preferred Thurs or Fri social Dinner event

Reception & Bar - \$500/night – Three (2) Available

- Logo/Banner displayed at Bar
- Please indicate your preference
 - Thursday Evening Social Event
 - Friday Evening Social Event

Luncheon Breaks- \$500/break – Two (2) Available

- Logo/Banner display at serving table/area
- Please indicate your preference
 - Thursday CAMM ONLY AGM
 - Friday: Open to Public PDC - **Sold Out**

Coffee Breaks & Breakfast - \$200/break – Six (6) Available

- Logo/Banner displayed in suite + Above mentioned
- Please indicate your preference.
- Thursday AGM - Members Only
 - Breakfast Morning Afternoon
- Friday: Professional Development Conference - Public
 - Breakfast Morning Afternoon

Contributor - \$100

NOTE: Platinum & Gold Sponsors – Send your promotional items to arrive after April 12th to hotel: [Hotel Hilton Riverside C/O Capt. Augusta Roth 2 Poydras St.](#) New Orleans, LA 70130

Secretary General's Report

Compiled from Commodore Scorer's reports in IFSMA Newsletter



*Commodore
Jim Scorer*

At the beginning of the year, we were extremely busy writing key papers on Maritime Autonomous Surface Ships (MASS) to be sent to the Legal Committee and the forthcoming IMO Joint Working

Group on MASS. They met for the second time in April. IFSMA is seen as one of the most influential NGOs (Non-Government Organization) on this topic. We look at the International Legal Guidelines in which MASS will operate and the very important role of the shipmaster both afloat and ashore.

Group on MASS. They met for the second time in April. IFSMA is seen as one of the most influential NGOs (Non-Government Organization) on this topic. We look at the International Legal Guidelines in which MASS will operate and the very important role of the shipmaster both afloat and ashore.

In February, I represented IFSMA at the Human Element, Training and Watchkeeping (HTW) and Ship Safety and Equipment (SSE) Sub-Committees at IMO. With HTW, we were particularly involved as it was the start of the Comprehensive Review of the STCW Convention and Code. We had a delegation of six for the whole week which meant we were able to cover both the main plenary sessions as well as the Working Group on the Comprehensive Review. SSE does not involve IFSMA to any great extent, but there were some very interesting discussions on Lifeboat/Liferaft Safety. I am very grateful that the Danish Maritime Officers Union agreed to chair the IFSMA Working Group on this topic, with their Secretary General, Jens Sorensen, and his deputy, Mai Nielson as chair. They will continue to ask for expert advice from you as we go through the STCW in specialist areas. I encourage you to

get involved so that we bring high level sea experience to the table. The reports of both these meetings can be found on the website under the IMO section.

IFSMA was very involved in the recent past when the IMO held a Regulatory Scoping Exercise on Maritime Autonomous Surface Ships (MASS) and what Codes, Conventions and Regulations would be affected by these new ships. IFSMA was seen as one of the key NGOs during this review and it was particularly important that we effectively articulated the role of the shipmaster in MASS. We did this very well, and are now moving forward to developing a new MASS Code. It is of the utmost importance that we keep up this profile. We have a small Working Group of David Appleton (Nautilus International), Morten Kviem (Norwegian Maritime Officers Union), and Andrew Higgs (International Maritime Lawyer) who represent IFSMA on the various committee meetings. They are held in high regard for their pragmatic views. We have recently written two papers for the Legal Committee and the Joint Committee Working Group (which has the lead in developing the code). If anyone would like additional information contact the HQ.

In March, the Secretary General attended three important IMO Meetings, (1) Ship Safety and Equipment (SSE) Sub-Committee, (2) Facilitation (FAL) Committee, and (3) the Legal (LEG) Committee. I have previously reported on the SSE Sub-Committee.

The FAL Committee reported the status of the Black Sea Grain initiative and the 60 ships that remain stranded in Ukraine ports. The usual statements were exchanged between the Ukraine and Russian delegates. These extensive exchanges were recorded by IMO secretariat and are included in our report of the meeting which is available on the IFSMA website.

FAL is also part of the MSC-LEG-FAL Joint Working Group on MASS. A FAL Working Group was established which considered the implication of MASS. IFSMA was represented on this WG by Morten Kviem (Norway), Andrew Higgs (UK) and Sudhir Subhedra (India) by remote link. The report from this WG is published on the IMO Documents website.

At the LEG Committee meeting, IFSMA submitted several papers that we had either authored or co-authored on MASS (Maritime Autonomous Surface Ships). A large IFSMA team: Jim Scorer, Charles Boyle (NautilusInt), Thomas Barker (NautilusInt) and Oleg Grygoriuk (Ukraine) attended the LEG meeting. The Committee also continued discussions on the Fair Treatment of Seafarers which involved the ILO. A working group was established and it was agreed to establish a correspondence group to continue this work. LEG reports are available on the IMO Documents website. Additionally, complete audio recordings are made of every IMO Committee and Sub-Committee meeting and are available on the IMO Documents website. If you need a login for access, please contact us at HQ. IFSMA reports are also available for members (login required).

In April, the Secretariat continued much in the same vein with my attendance with Andrew Higgs (UK) and David Appleton (Nautilus Int) at the second meeting of the MSC/LEG/FAL Committees Joint Working Group (JTWG) on MASS. This was a very high-profile meeting for IFSMA as we were the leading NGO at the meeting tabling three of the eleven papers which were highly influential in the drafting of the new Goal Based Code on MASS. The JTWG consider all issues that are

Continued page 35 >>>

The Ship's Propeller: Reducing Underwater Radiated Noise

A propeller technology capable of substantially reducing the underwater radiated noise (URN) generated by ship's propellers has been developed by Oscar Propulsion Limited and the University of Strathclyde (Glasgow, Scotland). The patented PressurePores™ system reduces propeller tip vortex cavitation by applying a small number of strategically placed holes in the propeller blades. The addition of these pressure-relieving holes allows ships to operate with a more silent propeller. A short video illustrating the principle is available here: <https://tinyurl.com/mu8w7rmx>

Disorientating Marine Fauna

“Underwater radiated noise is one of the most adverse environmental by-products from commercial shipping, yet unlike other forms of marine pollution, there is currently no international legislation in place to prevent or reduce this source of environmental damage,” commented Lars Eikeland, Marine Director, Oscar Propulsion.

Increasing noise levels, especially in the low frequency range, is disorientating marine fauna and disrupting their communication signals, leading to behavioral changes or extinction. We now have a cost-effective, easy-to-apply solution that prevents this from happening.

During the propeller solution's development phase at Strathclyde, comprehensive Computational Fluid Dynamics (CFD) modelling and cavitation tunnel tests were conducted over four years. It was demonstrated that PressurePores can reduce cavitation volume by almost 14% and URN by up to 10 decibels (dB). Results were further verified in tests on the sub-cavitating propellers on RV Princess Royal, a 19-meter research catamaran operated by Newcastle University. Last year, CFD Finite Element (FE) propeller stress tests were successfully com-

pleted in accordance with classification society DNV rules. In explaining the test results, Eikeland Stated

We have found the optimum number of holes required to reduce the noise. So long as the right number of holes are placed in the most effective positions, a cavitation sweet spot can be achieved. It is not a case of simply drilling holes into the blades, as this will affect the propeller's thrust capability. We know exactly where to place the holes for maximum efficiency and for optimum noise reduction.

It is interesting to note that propeller cavitation can generate as much as 188 dB of underwater radiated noise and it is reported that the noise can be heard by marine fauna at a distance of a hundred miles. According to the US National Oceanic and Atmospheric

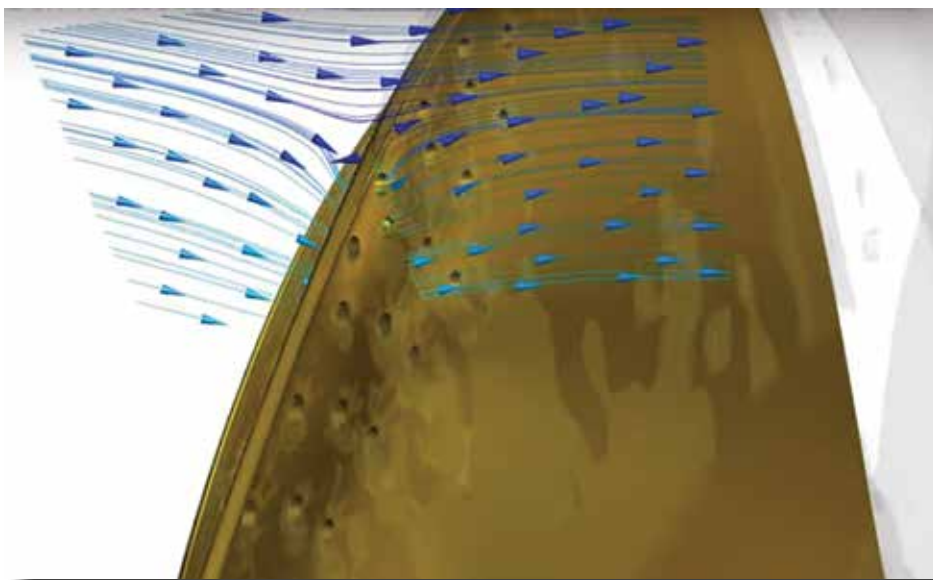


Working to protect marine life from excessive noise.

IMAGE UNIVERSITY OF STRATHCLYDE, GLASGOW, SCOTLAND

Administration, anything above 160 db can pose a significant risk to marine life.

Eikeland commented on the impact noise has on marine life stating that, “Noise levels in the ocean due to maritime activity have been increasing

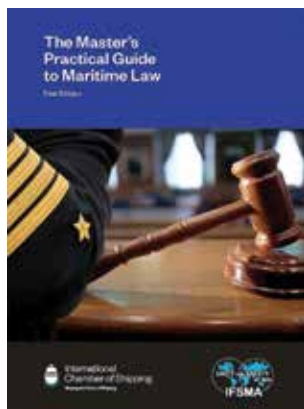


The photo shows the water flow through holes on the outside of the propeller, These are called Pressure Pores and help mitigate propeller cavitation, thus reducing underwater noise. This technology can be used on all types of propellers.

The Master's Practical Guide to Maritime Law

The International Chamber of Shipping (ICS) has launched its first edition of The Master's Practical Guide to Maritime Law. Co-authored with the International Federation of Shipmasters' Associations (IFSMA), the guide is specifically designed to help Masters at sea identify and address common legal issues.

As Masters are not qualified lawyers, the guide helps them understand how to manage legal risks. The guide strives to offer a comprehensive overview on legal issues which the Master may encounter but it does not replace the need to obtain professional legal advice, particularly when the Master or shipowner is faced



with legal challenges beyond the scope of the guide.

The book helps Masters gain a comprehensive understanding of their rights, responsibilities, and obligations under maritime

law from the start of a voyage until the end. It covers the legal responsibilities in areas such as ship documentation, contractual relationships, and commercial responsibilities for carriage of cargo. It can help the Master to deal with crimes on board and local legal enforcement.

To pre-order The Master's Practical Guide to Maritime Law, go to <https://publications.ics-ship-ping.org/singleproduct.php?id=91>

This first edition is priced at £250 and is available in print and e-book formats. There is a 20% discount to IFSMA Members (sailing CMM Masters) reducing the cover price to £200.

reducing the cover price to £200.

Ships Propellers >>> Cont'd from page 35

for decades and expected to double by 2030. URN can cause irreversible damage to marine wildlife through stress, habitat displacement, reduced reproduction, lost feeding opportunities and even death, greatly changing the marine ecosystem and impacting biodiversity.”

Oscar Propulsion's technology is suitable for all types of vessels and it is particularly suitable for naval vessels, yachts, fishing fleets, offshore vessels and cruise and research ships operating in sensitive environments. Eikeland said that, “PressurePores has a major mitigat-

ing effect on propeller cavitation and URN and can be incorporated into new propellers or retrofitted to existing propellers either in drydock or possibly inwater.”

The technology can be applied to all types of propellers. Illustration per Oscar Propulsion ©

Secretary General Report >>> Cont'd from page 33

common to the three committees for resolution so that the drafting of the code by the MSC is not delayed. IFSMA was seen in very good light and my thanks go to both Andrew and David for all the hard work they put in on our behalf.

After the JTWG meeting, I went straight into the IMO Pollution, Prevention and Response sub-Committee. Although there was not much direct input from IFSMA, it is necessary to keep abreast of the issues being discussed, such as plastic litter, the reduction of greenhouse gas emissions from ships, and the carbon particle impact on the Arctic. Reports of these meetings can be found on our website.

Additionally, I am one of the Industry Panel of Experts for the Crew Welfare Virtual Awards and a member on the Panel of Experts for the selection of the 2023 IMO Exceptional Bravery at Sea Awards. These awards will be announced later this year.

After lengthy negotiations with

Nigerian authorities, an agreement has been reached which will see the crew of the MT Heroic Idun no longer facing charges of oil theft. The agreement was endorsed by the Federal Court in Port Harcourt. This represents the end of an ordeal that began on 8 August 2022.

In June, the IMO Maritime Safety Committee will meet. IFSMA will continue its high-profile work on the development of a voluntary international code for Maritime Autonomous Surface Ships (MASS). We are lucky that David Appleton will lead the IFSMA in the Working Group. There will be interesting debates on COLREGS as China is seeking a new output on a comprehensive review of COLREGS. This is something that IFSMA will oppose very strongly as it continues to serve us at sea very well and has done an amazing job over the years keeping us safe, apart from when poor watchkeeping standards have let us down in a few exceptional cases. I will let you

know how this important debate develops.

Finally, I would just like to draw your attention to the BGA. Hosted this year by the Japan Captains' Association (JCA) in Tokyo. The Notice for our next Biennial General Assembly (BGA) and Call for Papers were sent out to all members. Captain Paul Owen has published all the information of how to book up for this and has issued the call for presentations on subjects that you would wish to draw to the Federation's attention. The JCA has put together a great program for us so I hope we will see you there. You are reminded of Bye-Law 14 on the Resolution Committee and the need to send in proposals for IFSMA Resolutions to be considered at the BGA at least 90 days before the start of the BGA on 25 October (July 26).

Take care wherever you are and I wish you fair winds and following seas.

Jim Scorer
Secretary General

Caleb Halle, USCG Rescue Swimmer, Awarded the IMO Exceptional Bravery at Sea Medal



The 2023 IMO Award for Exceptional Bravery at Sea was presented to Caleb Halle, Aviation Survival Technician Second Class (AST2) of the United States Coast Guard (USCG). He was recognized for the outstanding courage, endurance and determination he showed during

the rescue of the seven crewmembers of the tugboat *Legacy* in January 2023. AST2 Halle, based at the Coast Guard Air Station Atlantic City, received the award at the annual IMO Awards Ceremony in London in recognition of his extraordinary efforts during the rescue.

Despite facing 12-foot seas and winds exceeding 30 knots, AST2 Halle played a pivotal role in hoisting three people into the first helicopter. Then, displaying exceptional commitment, he stayed behind aboard the vessel to assist the second helicopter crew in safely hoisting the remaining four people.

Accepting the award, AST2 Halle thanked the IMO for their selecting him and described the pride he felt:

I am honored to have been nominated and chosen for this award. I am also honored to have participated in this rescue with the excellent aircrews I flew with that night...This was a team effort in every aspect of the rescue, and I would have been unable to conduct this rescue operation without the combined efforts of both aircrews that night. This is just one story among many that Coast Guard Rescue Swimmers and their aircrews quietly accomplish every day, and I am proud to be a small part of their time-hon-

ored tradition of saving lives.

Courageous and determined rescue AST2 *Caleb Halle* was a member of a helicopter rescue team dispatched to assist the tugboat *Legacy* on 14 January 2023. The vessel and its seven crew members were adrift in violent seas 35 nautical miles off the coast of Ocean Shores, MD. AST2 *Halle* led a plan to hoist the crew members up to the helicopter from the stern of the *Legacy*. After successfully helping one of the crew to reach the rescue basket, he determined it was unsafe to continue unless he found a safer location on the boat's main deck. He notified his colleagues in Helicopter CG-6566 to relocate to a position above it and was able to ensure two more survivors were hoisted to safety.

At this point the helicopter had to depart the scene due to a lack of fuel. AST2 *Halle* volunteered to remain on site to reassure the four remaining tugboat crew and to be in position to assist the relief Coast Guard helicopter when it arrived. Darkness had fallen by the time the second USCG Helicopter (CG-6024) reached the scene which made the already challenging conditions more difficult. To make matters worse, the communications between the search and rescue officer and the helicopter were lost.

Despite all the adverse conditions, AST2 *Halle* was able to help the rescue swimmer from the second helicopter reach the deck of the violently pitching tugboat. Together they managed to hoist the remaining four crew to safety.

Before the two USCG swimmers were to be winched off the *Legacy*, AST2 *Halle*



AST2 Caleb Halle

PHOTO BY: PETTY OFFICER 1ST CLASS TRAVIS MAGEE, U.S. COAST GUARD DISTRICT 13



The IMO medal for Exceptional Bravery. It is awarded annually in recognition of those who perform acts of exceptional bravery at risk to their own lives.

PHOTO: IMO

undertook a final search of the tugboat during which the watertight seal of his survival suit was damaged. At that point, he and his colleague were then thrown off the tug into the freezing and tempestuous water. They were dangerously close to the tugboat's propellers. As AST2 *Halle*'s survival suit began to flood, the helicopter managed to reposition, and both rescue swimmers were lifted safely from the sea.

For his actions, AST2 *Caleb Halle* was nominated for the IMO Award for Exceptional Bravery at Sea by the United States of America. The IMO Panel of Judges agreed that his actions clearly demonstrated exceptional bravery and determination in extreme and complex conditions.

Satellite Launched to Conduct First-ever Survey of Earth's Surface Water

On 19 December the UK's National Oceanography Centre (NOC) reported that a UK-backed mission, which will observe huge swathes of ocean and surface water in unprecedented detail, has been launched into space. The international Surface Water and Ocean Topography (SWOT) satellite was launched from Vandenberg Space Center in California on 16 December, 2022. SWOT is a satellite jointly developed by NASA and the French space agency (CNES) in partnership with the Canadian Space Agency (CSA) and the UK Space Agency.

Designed to make the first-ever global survey of Earth's surface water, the SWOT satellite will collect detailed measurements of how water bodies on Earth change over time. From its low-Earth orbit, the satellite will survey at least 90% of the globe, studying Earth's lakes, rivers, reservoirs, and ocean. It will observe the planet's entire surface between 78 degrees south and 78 degrees north latitude at least once every 21 days, according to NASA's statement.

Most of the data will be collected by the Ka-band Radar Interferometer. It will shoot a pulse of radar off water's surface, and the spacecraft's two antennae will receive the reflected return signal. The UK Space Agency provided UK technology company Honeywell with £12.2 million to develop KaRIn's Ka Band duplexer, which routes vital radar signals around the satellite at a frequency never reached before.

Oceans and Climate Change

The data collected will improve ocean circulation models, weather and climate predictions, and will aid in freshwater management around the world. SWOT measurements will also help researchers, policymakers, and resource managers better assess and plan for weather events,

including floods and droughts. NASA believes the data will help scientists better understand the role oceans play in climate change, the effect of global warming on bodies of water, and how people can prepare for natural disasters. Katherine Calvin, NASA chief scientist and senior climate advisor stated that SWOT "will help us understand where water is, where it's coming from, and where it's going."

Fresh Water Too

The SWOT mission will provide is a significantly clearer picture of Earth's freshwater bodies. SWOT will be able to observe more than 95% of Earth's lakes larger than 15 acres (62,500 square meters) and rivers wider than 330 feet (100 meters) across. Currently, freshwater researchers have reliable measurements for only a few thousand lakes around the world. SWOT will push that number into the millions.

SWOT will also allow scientists to measure the water's depth. Currently, satellite imagery captures the areas of lakes and rivers, but it's been difficult to glean how much water is in them. The new satellite will provide particularly precise data. Daniel Esteban-Fernandez, an engineer with NASA's Jet Propulsion Laboratory (JPL) who helped develop the interferometer, stated that "This instrument will be able to measure the height of water with centimeter accuracy."

Bristol Channel and Severn Estuary study

UK scientists are expected to support the international effort to assess and exploit SWOT data over areas with very high tidal ranges and fast currents. The UK Agency will focus on SWOT data covering the Bristol Channel and Severn Estuary area on England's West Coast. The SWOT-UK project is led

by the National Oceanography Centre (NOC) with the University of Bristol and Bangor University. The Bristol Channel and Severn Estuary will be observed once a day during a three-month period and will receive information from space on water level changes in this dynamic coastal environment.

Dr Graham Quartly, NCEO Remote Sensing Oceanographer at Plymouth Marine Laboratory, stated: "The mission will give us valuable insight into the flow of warm salty water within the Atlantic and improve our understanding of factors affecting sea level rise. This will help us improve models of predicted future changes, so that society can be better prepared." The Marine Laboratory at Plymouth will also work with the Ocean University of China to analyze the data and identify and track eddies. They will look specifically at how the Mid Atlantic Ridge impacts their progression across the South Atlantic and how this affects the north-south transport of heat by the ocean.

Revolutionizing Oceanography

According to NASA, SWOT will revolutionize oceanography by detecting ocean features with 10 times better resolution than present technologies. The higher resolution is required to distinguish structures that occur on scales of 100 kilometers (62.1 miles) or shorter, where most of the ocean's energy is mixed and transported. Such small-scale ocean features contribute to the ocean-atmosphere exchange of heat and carbon, major components in global climate change. Moreover, SWOT's detailed information on ocean circulation will improve understanding of the ocean environment including motion of life-sustaining nutrients and harmful pollutants. ↴

USCG Rescue Swimmer >>>

AST2 Halle was accompanied at the Awards Ceremony by his parents, his wife and baby daughter. AST2 Halle stated,

"I'm really proud to represent my rescue swimmer brothers and sisters who do this every day. It's a special feeling to bring

someone home, who wasn't going to come home. That kind of feeling is pretty indescribable, and it's why we do this job." ↴



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. 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: _____

Council of American Master Mariners

