



May 2023

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2023 CALENDAR

CAPCA Zoom meetings are open to the public. *Green denotes continuing education classes.*

May 8: Free Zoom Webinar: Weather Routing for Passages and Deliveries, 7:00–9:00 p.m. Register in advance [HERE](#).

May 15 (Note the date): On Zoom. Captain Jeff Gumport: The Liberty Ship, SS *John W. Brown*.

June 26: On Zoom. Thomas Guay: “Health of the Severn: Roadmap to the Future”

July 24: On Zoom. Todd. D. Lochner, Maritime Attorney: “Legal Considerations for Licensed Captains”

August: No Meeting

September 18: Speaker TBA

Oct. 23: Speaker TBA

Nov. 11: Medical Emergencies at Sea: Beyond First Aid, Selby Bay Yacht Club. Details will be posted soon on the website.

Nov. 27: In person. **Members only** Annual General Membership Meeting and dinner (details TBA).

December – no meeting. Enjoy the holidays!

The CAPCA calendar, with details of all CAPCA speakers, courses, and events, is available on the website on the CALENDAR menu tab. It's updated as new information becomes available.

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View from the Helm



By Captain Vicki Saporta, CAPCA President

I had a fun day watching the semi-finals and finals of the Santa Maria Cup, which was the second stop on the Women's World Match Racing Tour. Ten women's teams from around the world competed in three days of match racing outside of Eastport Yacht Club, which hosted the event.

CAPCA member, Captain Mike Krissoff volunteered his beautiful boat, *Full Moon*, as the Race Committee boat at the starting line. It was great to have Annapolis once again a stop on this exciting racing tour. The next matches for the women sailors will be in France and Denmark.



Full Moon at the starting line



Santa Maria Cup match racing at Eastport YC

Please plan on joining us for this month's meeting on May 15 at 7p.m. Captain Jeff Gumport will speak about The Liberty Ship, [SS John W. Brown](#). You will receive a Zoom link to join prior to the meeting and it will be posted on the CAPCA website. See you there!



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CAPCA Code of Ethics Statement Check Box - NEW!

The CAPCA Board recently voted to ask members to review and agree to the CAPCA Code of Ethics. Members will do so by checking a box when they renew their membership. New members will do the same.

Emeritus members do not have to renew their membership, so we ask emeritus members to review the CAPCA Code of Ethics at <https://www.capca.net/about-capca/code-of-ethics>

MY ACCOUNT MENU

- [View/Edit Profile](#)
- [Renew Membership](#)

Subscription Renewal

Please check your profile for any needed updates.
Then, scroll to the bottom and click the "Renew Membership" button.

First Name *	CAPCA
Last Name *	Member
CAPCA Ethics *	<input type="checkbox"/> I have read and agree to abide by the CAPCA Code of Ethics. (See sidebar for link.)
Email *	member@gmail.com
Organization	
Address *	123 Main Street
Address2	
City *	Annapolis

Avatar

You have an option to upload a photo of yourself. It's nice for others to be able to put a face to your name, but it's not required.

Code of Ethics

When renewing your membership, you must check the box indicating you have read and agree to abide by the [CAPCA Code of Ethics](#). Click the link to open the code of ethics in a new browser tab. Emeritus members do NOT have to renew.

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NEW! CAPCA Logo for Members' Use

CAPCA members in good standing are permitted to use the CAPCA member logo on their business cards, websites, and documents to display their membership.

Two sizes of the member logo are available in the MEMBERS KIT on the CAPCA website (<https://capca.net/member-kit/capca-logos>). Clicking on the logo images will download them directly to your downloads folder.

The images are borderless and have a transparent background.

The large logo is 560 x 425 pixels. The small logo is 150 x 114 pixels. Either may be resized to fit your use.



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NMC: Credentials Lost in the Mail

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



Credentials Lost in the Mail

The National Maritime Center (NMC) mails completed credentials via standard USPS mail, which does not include a means of tracking, and **delivery can take up to 21 days**. In some cases, the credential may be returned or irreparably lost in the mail for a variety of reasons. Below are some important things you can do to reduce the chances of this happening:

- **Validate your address.** When applying for a credential, make sure the address on your application form is accurate and legible. If you change your address after the application has been submitted, notify us as soon as possible **before** your credential is processed and mailed by contacting our Customer Service Center at 1-888-IASKNMC (427-5662). Note, after the credential has been processed and mailed, we cannot change the method used for mailing.
- **Consider using an expedited mailing option.** We strongly recommend you use an [expedited mailing option](#). Please note, the cost incurred for expedited mailing is the responsibility of the mariner.

Think your credential is lost in the mail?

A replacement credential will be issued, free of charge, to mariners whose credentials were lost in the mail prior to receipt through no fault of their own. Affected mariners should follow the steps below to obtain an expedited replacement credential:

1. Confirm that we mailed out your credential. You can use the [Credential Application Status](#) tool.

2. If you have not received your credential by **21 days** after it was mailed, provide a [CG-719B application for a Merchant Mariner Credential](#) and [affidavit](#) of loss to the NMC within **60 days** of mailing of the original credential in person or via e-mail to your servicing [Regional Examination Center](#). The affidavit should contain the following:

- a. Mariner's full name
- b. Mariner's date of birth
- c. Mariner's reference number
- d. The mailing address the replacement credential should be sent to
- e. Current phone number and/or e-mail address that the NMC can use to contact the mariner with questions, if necessary
- f. Description of the circumstances surrounding the loss, i.e., never received the initial credential.

We will make every effort to have replacement credentials mailed out as soon as possible. If your original credential is subsequently received, you must immediately return the credential to the NMC.

PLEASE NOTE: [E-mailing your application is the preferred method](#). While the Coast Guard can accommodate e-mails with attachments up to 35 MB in size, verify any size restrictions your e-mail provider may have prior to sending. Missing information will cause applications to be delayed or rejected.

If you have questions regarding duplicate or replacement credentials, please contact the NMC Customer Service Center via our online chat system (scan the QR code below to open the chat website) or by calling 1-888-IASKNMC (427-5662).

Sincerely,

/B. W. Clare/

Bradley W. Clare Captain,
U.S. Coast Guard
Commanding Officer

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Jobs Program Report for May 2023



By Rob Young, Jobs Program Director

April showers bring May flowers. What do Mayflowers bring? Pilgrims, and the need for boaty help.

April jobs: 15 Total, 3 known filled, for a reported fill rate of 20%.

8 Power, 4 Sail, 3 Both Power & Sail

1 Combo Delivery/Instruction
6 Deliveries
1 Instruction
3 Tour Boat
1 Full Time Capt.
2 Part Time Capt.
1 Charter Boat

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Continuing Education Report



By Captain Alan Karpas, Continuing Education Director

Our last spring class will be a webinar on **Using Weather Routing for Passages & Deliveries** from 7:00 PM – 9:00 PM on **Monday, May 8th**. Having used the PredictWind Weather Routing App when I sailed to Bermuda, I can personally attest to its value.

In preparation for the webinar, I encourage you to read this article on [Weather Apps](#) that was recently published in *The Waterway Guide*:

PredictWind has joined our list of vendors who offer **discounts to our members**. They will provide a 20% rebate on any of their products. You can learn more about all our member discounts by logging in to our website, clicking on “Members Kit” and then on “Discounts”.

This spring CAPCA sponsored three classes – License Renewal, Radar, and CPR/AED and First Aid for Boaters. All the classes were well attended and got great reviews.

We are putting together our fall classes based on the responses from the Con. Ed./Meeting survey that was sent out earlier this year. So far, we have CPR/AED and First Aid for Boaters scheduled for November 4th, and we are in the process of locking-in the dates for:

- Dr. Sam Lyness, "MEDICAL EMERGENCIES AT SEA: Beyond First Aid"
- A Zoom webinar on “The Latest Advancements in Electronic Navigation”
- Electronic Navigation for Captains

We are working with the National Weather Service to set up a tour of their Sterling, VA weather forecasting station and a class conducted by their marine meteorologists on weather forecasting on the Bay.

Please watch for these class announcements.

I hope that everyone has a great boating season and look forward to seeing you at an upcoming class.

CAPCA is always looking for educational topics of interest to our members. Please let me know if there are any subjects that you would like us to present.

Capt. Alan Karpas

education@capca.net

303-767-5905

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ZOOM WEBINAR

Weather Routing for Passages & Deliveries

Monday, May 8, 2023

7:00 p.m. to 9:00 p.m.

Register in advance for this webinar:

https://us06web.zoom.us/webinar/register/WN_k_SpMokHQye2DSBywzK8fQ

After registering, you will receive a confirmation email containing information about joining the webinar.

TOPICS:

Overview of PredictWind

PredictWind & Offshore Apps

Weather Models We Use and Why

Tools: Departure Planning, Weather Routing

Set-up for Weather Routing

Downloads in the Offshore App

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Speaker Summary: April 14, Captain Sarah Lawrence, “A Day in the Life of a Towboat Captain”



By Captain Yvonne Brandt, Director of Programs

Established in 1989, [Tow Jamm Marine Towing and Salvage](#) is a woman-owned and family-operated business that was one of the first to establish the TowBoatUS brand on the Chesapeake. Captain Sarah credits Tow Jamm’s success to a number of good practices that include well-maintained equipment, a good team, and community outreach. The fleet consists of four vessels, 8 captains, 2 dispatchers, one marketer, and 4 divers.

Vessels are well-maintained with timely refits, standardized equipment, and engines are cycled through every 3-4 years. Tow Jamm is on call 24/7, making it a demanding business to run. A common mantra for Tow Jamm is “Treat every day on the water like it’s your first day.” In other words, wear life vests, check weather, tides, and inspect equipment.

To keep the business successful, attitudes must be upbeat and empathetic to customers’ needs. Outreach to the community via support for safety-focused nonprofits such as Inspired by Hannah and environmental initiatives such as Bay Paddle, ShoreRivers and Chesapeake Dolphin Watch have also been essential.

Incorporating new technologies on board has increased efficiency. [Siren Marine](#) connected boat technology, [OLAS wireless ECOS](#) (engine cutoff system), 24/7 VHF with remote dispatch, VSS (Vendor Self Service) digital Invoicing, digital salvage contracts, Quickbooks, credit card readers, Venmo, i911, and FindMeSar.com all have improved service and saved time.

A healthy working environment instills teamwork and a sense of loyalty. Paying employees a fair wage and treating all with respect has been invaluable toward a healthy working environment and maintaining a highly competent team. Additionally, Tow Jamm’s website is its own form of helpful outreach, with three [resource pages](#) that include charts and helpful links, weather and tides, and local knowledge.

Additional projects include sinking a 52’ cement boat to create an artificial reef as support for a Maryland DNR project. They have purchased a 39’ Holiday Mansion houseboat to refit and use as a captain’s lounge, mobile dispatch, and gear platform. Sarah also provides on—the-water-powerboat training through the [Chesapeake Boating Academy](#).

Watch the video of the presentation on the CAPCA YouTube channel [HERE](#).

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Safety Snapshot – Calling for Help on the Water



By Alan Karpas
Safety Coordinator

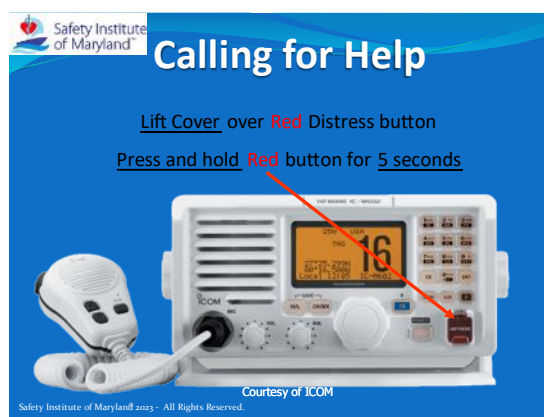
In the event of a medical emergency on your boat, what is the best way to call for help? At home, we are all taught to dial 911 to get an ambulance.

But when we are on the water, is 911 the best call to make? Assuming you have cell coverage, 911 calls are routed to an operator via cell towers. There is no assurance that your call will be answered by a “local” operator. And when answered, what is the first question asked—“What is your address?” We all know our address at sea is our Lat/Long.

In the overwhelming number of cases, when a 911 operator learns that you are on a boat, he/she will determine the nature and severity of the incident and then transfer you to the Coast Guard, as they have the primary responsibility for providing medical assistance for all vessels on coastal waters⁽¹⁾. When transferred to the Coast Guard, they will again verify your Lat/Long and the severity of the incident and determine the best way to provide aid. Remember, when using a cell phone, no one else can hear your conversation.

You can bypass this delay in getting help by contacting the Coast Guard via your VHF radio. All current VHF radios have a Digital Selective Calling (DSC) feature⁽²⁾. If your DSC radio is connected to your GPS or if it has an integral GPS, and it is programmed with your Maritime Mobile Service Identity (MMSI) number, when you press the “Distress” button, you will be transmitting your vessel descriptive information and your position directly to the Coast Guard and to all other vessels within radio range.

The Coast Guard states that using the DSC distress feature for an emergency takes the “Search” out of “Search and Rescue”. If you do not have a DSC-enabled radio, you should broadcast a MAYDAY call.



Upon receiving a MAYDAY broadcast either via DSC or verbally, the Coast Guard will evaluate the situation and determine the fastest and best way to respond. If there is a fire or water rescue squad near the vessel in distress, that squad will be dispatched. If no fire or rescue squad is nearby, the Coast Guard will respond or have another police unit respond. (i.e., DNR, state or local police, harbor patrol, etc.)

The Coast Guard will arrange for an ambulance to be waiting at the closest marina to the vessel in distress. If a helicopter is needed to evacuate and transfer a person to the hospital, the Coast Guard will coordinate the rescue. Coast Guard helicopters with rescue divers needed to respond to a rescue in the Maryland/NCR Sector are based in Atlantic City.

I have been advised by the Coast Guard that in the Maryland/NCR Sector, the average time to get a person in need of medical assistance off a boat and into the Emergency Medical System (EMS) is 1.75 hours.

I hope that all of you are keeping your CPR and First Aid skills current. CAPCA will be sponsoring a CPR/AED and First Aid for Boaters class on November 4, 2023. This course will meet all license requirements. Class announcements are forthcoming.

- (1) 33 C.F.R. § 175.105(b): "Coastal waters" includes the waters of the Great Lakes, the territorial seas of the United States, and: Those waters directly connected to the Great Lakes and territorial seas (i.e., bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nautical miles between opposite shorelines to the first point where the largest distance between shorelines narrows to 2 miles, as shown on the current edition of the appropriate National Ocean Service chart used for navigation. Shorelines of islands or points of land present within a waterway are considered when determining the distance between opposite shorelines.
- (2) The Federal Communications Commission (FCC) has required new fixed mount VHF radios introduced in the U.S. to be equipped with the DSC feature since 1999. DSC radios must at least have single button emergency transmission capability. <https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/CG-CVC/CVC3/notice/flyers/15E-DSC-Radios.pdf>

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Meet the Captain



Edited by Captain Cheryl Duvall

Meet Captains Gini and Brian Shrift

In 2012 and while we were still dating, Brian was visiting his sister's family in Colonial Beach, VA. He spent the day tubing and water skiing on their bow rider on the Potomac. On the drive home, we

spoke about “needing” to have a boat, and three days later we did! We purchased a Bayliner 265 from a couple in Lake Raystown, PA and spent our first two days as boat owners on that lake. We didn’t quite know what we were doing. That first night Brian was nervous about the anchor as a thunderstorm rolled in, so he swam to shore and tied our newly acquired boat to a tree. Needless to say, we’ve been learning ever since!

We relocated our boat to Pittsburgh, PA and began cruising on the three rivers. We tied up for Pirates and Steelers games, watched fireworks, listened to concerts, and relaxed on the water. It was very different from what we now experience in the Chesapeake Bay region, with city lights, river currents, and locks to navigate.

When we moved to Stafford, VA, we continued to upgrade both our water and our vessel. For the first year, our dock neighbors didn’t know us since we were out on our boat every weekend exploring the Potomac River. We upgraded to a Bayliner 325 and then added a Robalo 2620. From Aquia Creek on the Potomac, our “boat vacations” ventured as far north as Rock Hall, MD and as far south as the North Carolina border on the ICW. We spent countless nights on the hook and visited our Nation’s Capital regularly.



After five years on the Potomac, it was time to upgrade again. It was the start of the COVID-19 pandemic and we had always talked about living aboard. We figured now was as good a time as any! We purchased a Meridian 408 and moved to Herrington Harbour South. We lived aboard that summer and “wintered” in Norfolk, VA. While it wasn’t quite south enough to escape wintry temperatures, the experience of seeing aircraft carriers and submarines regularly made up for the cold.



We decided that the Herrington Harbour region was going to be our home for the foreseeable future. Reluctantly, we sold our Meridian and purchased a residence near the marina, but also purchased a new boat, a Regulator 34SS.

Our Regulator, named CTRL ALT DEL, is our baby. We began fishing and it has now consumed us. We are addicted! Last year was our first White Marlin Open tournament. This year we’ll be fishing it again but will be keeping CTRL ALT DEL at Sunset Marina for the remainder of the season before returning for fall rockfish.

As you can tell, we absolutely love being on the water. Due to this love, we felt there was no better way to give back than by joining the Coast Guard Auxiliary. We’ve served in various elected and appointed positions in Flotilla 054-25-11, Middle Potomac, and now, [Flotilla 054-23-07, Herring Bay.](#)

Between us, we've achieved qualifications of Vessel Examiner, Instructor and Boat Crew, with Coxswain up next. We still have our Robalo, which is a [Coast Guard Auxiliary Operational Facility](#).

Last year we both obtained our Captain's Licenses, as we're continually learning, and safety has always been a priority. While we don't have any immediate plans to use our licenses for hire, we've started our "retirement business," [Yacht Yuppies](#). Captain Gini is a Licensed Training Provider through the American Red Cross, offering First Aid/CPR/AED training. Additionally, she is finishing her insurance license and her niche will be boat insurance. We encourage you to visit our website for great seafood recipes and our YouTube videos. Eventually, we hope to provide boat transport, training, and possibly charter services.

We're excited to become members of CAPCA and hope to meet other members at upcoming events. If you see CTRL ALT DEL on your AIS this summer, please hail us!

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UPDATING YOUR E-MAIL ADDRESS and OTHER INFORMATION

Members have **two** places to update their email addresses if it changes:

1. Members: On the **MY PROFILE menu tab** on the **member side** of the CAPCA website. **Log in**, click on "MY ACCOUNT," make your changes on your profile form, **scroll down and click on UPDATE** at the bottom of the screen when you're done.

2. Also **please email** webmaster@capca.net **with your new e-mail address**. We use Constant Contact for CAPCA announcements, which can only be updated by the web team. **You're in control of your data!** CAPCA relies on accurate information to communicate with you by Constant Contact and to administer your membership (renewal reminders, etc.).

If you are a **non-member who is on our mailing list and your e-mail changes**, you will have to sign up again to stay on the CAPCA non-member mailing list. Look for this box near the bottom of the [CAPCA home page](#) and click on the "Sign up here" link.

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JOIN OUR MAILING LIST

Would you like to receive our emails? You don't have to be a member to receive notices about upcoming speakers at CAPCA meetings and our maritime class offerings.

[Sign up here.](#)

“Ahoy” from Your Membership Director



By Captain Phil Gauthier, Membership Director

Current active membership stands at 302. Please help spread the word to all the non-member captains that you know about the professional development opportunities and benefits, including numerous discounts, that come with a CAPCA membership. Recruiting rewards also apply!

An updated list of the new members for the calendar year is available on the member side of the website on the menu item Member Directory, dropdown New Members.

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ABYC Happenings



By Captain John Wesley Nash ABYC Coordinator



Honor Maritime Center - ABYC Foundation Annapolis Waterfront Event Venue

The *ABYC HAPPENINGS* article this month is a little different. Although at times it may appear to be promotional or commercialized, I assure you that isn't the intent. It's meant to inform and enlighten our membership about the ABYC Foundation and one of their useful resources not commonly known. For mariners mostly located in the Chesapeake Bay region, this may be useful information.

ABYC is a non-profit organization based in Annapolis Maryland. (Located at the corner of Third and Eastern Avenue in Eastport). They develop, maintain and update safety standards for the design, construction, maintenance, and repair of recreational boats. Their standards are developed by an independent consensus-based body of maritime technical and industry experts working together for the sole purpose of protecting the safety of the boating public. ABYC standards and recommendations are used worldwide. 90% of boats on the water are built to ABYC Standards.

ABYC has authored or co-authored and maintains and updates well over 85 categories of standards consisting of hundreds of pages of reference materials. Access to the standards and technical information requires annual membership costing \$110 plus depending on the level of membership

desired. ABYC also has an official YouTube Channel with many free lectures available to the public. See <https://www.youtube.com/@AbycincOrg/videos>.

A major benefit of being a CAPCA member includes free access to all ABYC standards and technical information. See the end of this article for details on how to access the members-only side of the [ABYC website](#).

Another function that ABYC provides is professional certification and re-certification of industry professionals. The certifications are designed for people who work within the marine service sector. They include marine surveyors, customer service representatives, and engineering standards compliance specialists, technicians, and installers. The boating public has access to a national database of 4,500 plus professionals that are certified by ABYC.

Having outlined basic functions of ABYC, let's focus on the ABYC Foundation. ABYC recognized the shortage of individuals aspiring to become marine service technicians and professionals. In response ABYC created the "ABYC Foundation", which provides the educational resources for those seeking lifelong career opportunities in the marine service sector.

To accomplish this goal the ABYC Foundation has developed and maintains standards used by both secondary and post-secondary schools providing training to students studying marine service technologies. To become an "ABYC Foundation Affiliated School" they need to participate in the Foundation's Marine Trades Accreditation Program (MTAP). By participating in MTAP each school is evaluated on several levels of curriculum, supplies, and instruction. Once the evaluation criteria has been successfully met, the school's Marine Service Technology program becomes "Accredited". To maintain their "Accredited" status, the school is re-evaluated every few years. This process insures consistent and reliable instruction on industry-acknowledged topics and techniques. To learn more about ABYC Foundation, see <https://www.teachboats.org>.

The ABYC Foundation, a non-profit organization, has a useful resource not commonly known by CAPCA members. Its name is the *Hornor Maritime Center*, which is also collocated by the offices of ABYC. The address is 613 Third Street, Annapolis, MD 21403.

The center has 2,500 square feet of rental space which includes a Large Event Room and a Conference Room. A podium, projector, screen, and computer connections are included when required. The Large Event Room is wired for feedback-less sound through 10 ceiling speakers, as well as cordless microphones. Tables and chairs options are located onsite. Food and drink options are available locally.

The rooms could be used for classes, meetings, and parties. These are spaces that may be useful to CAPCA or their members. Costs for CAPCA or their members have not been verified. I recommend these spaces be investigated for CAPCA events.

The Hornor Maritime Center is dedicated in memory of Jack Hornor. He was the founder and owner of Marine Survey & Design Company, a naval architect, a marine surveyor, and a mentor to many in the marine industry. Rentals of the Hornor Maritime Center support the ABYC Foundation. To learn more, see <https://www.hornormaritime.org>.

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To access the members-only side of the [ABYC website](#) you need the CAPCA ABYC member ID and password. First, log in at www.capca.net and click on menu tab "Members Kit," submenu "Discounts." The ABYC username and password are in the ABYC listing at the top of the page. For security reasons we do not put this information in *The Log*.

For any questions or additional information, you can contact Captain John Wesley Nash at jwn54@outlook.com or 703-887-1836 (C).

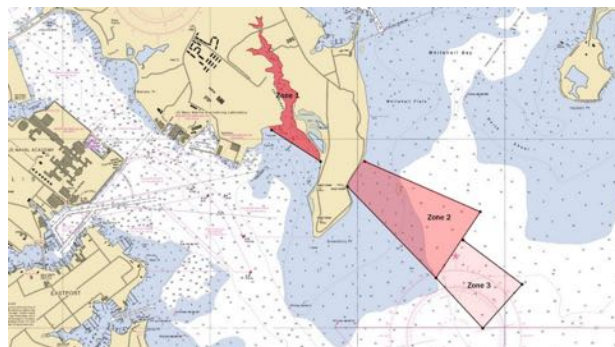
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Navy Training Danger Zones to Restrict Boating in Annapolis's Whitehall Bay

By [Bay Bulletin](#) / January 24, 2023

"The Navy is proposing new, permanent danger zones in and around Whitehall Bay, a well-traveled waterway that serves as the entrance to Mill Creek (home of the famous crab spot Cantler's Riverside Inn).

In addition to two sections of Whitehall Bay, there would be a third danger zone on Carr Creek just west of Whitehall Bay.



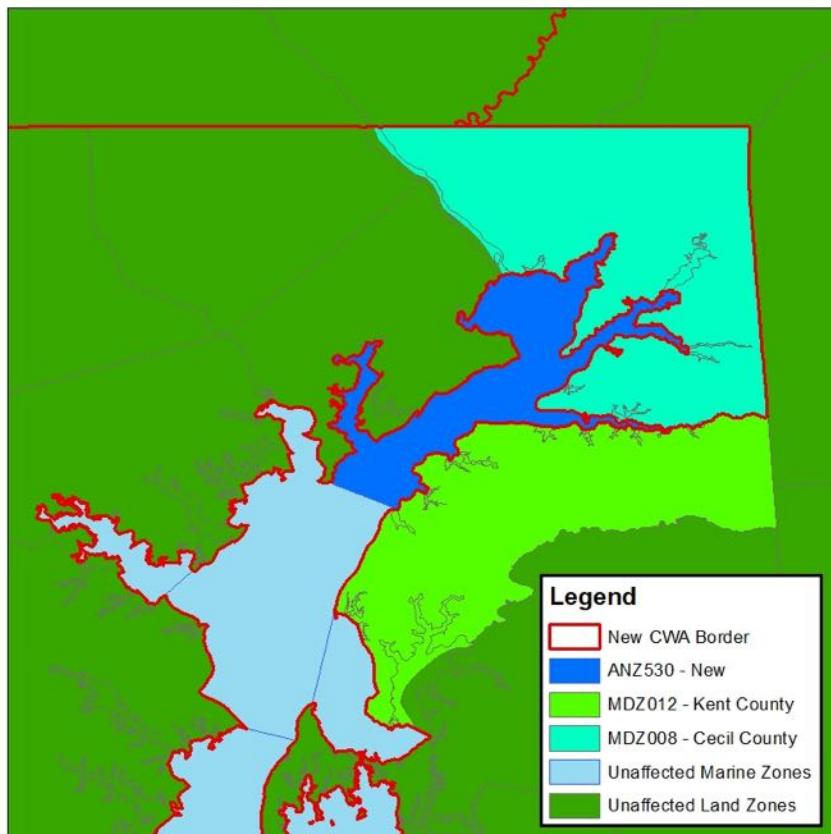
That means that when the U.S. Naval Academy firing range is in use, boat traffic would be restricted in both areas. Boaters would be notified in the form of a Notice to Mariners, social media posts, a courtesy call to the Annapolis Harbormaster and a spotter monitor on duty while the range is operating."

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Good News for Boaters in Northeastern Maryland

"In order to provide more accurate marine-related watch, warning, and advisory services in northeastern Maryland, the marine zone: [ANZ530: Chesapeake Bay north of Pooles Island](#), which is in the forecast and warning area of NWS Baltimore/Washington, will be expanded slightly to include significant portions of the Elk, Bohemia, North East, and Sassafras Rivers.

LWX Marine and Land Zones - AFTER ANZ530 Expansion



These areas in the marine zone expansion will mostly be carved from the land-based zone of Cecil County Maryland, as well as a small portion of the land-based zone of Kent County Maryland that is in the county warning area of NWS Mt. Holly. Only waters will be impacted. No communities or land will be affected by this change.

This is expected to be implemented Wednesday, March 8, 2023, by 4:00 PM Eastern Standard Time (EST).

The upper portion of the Chesapeake Bay consists of many wide sections of river that have a heavy amount of boater traffic as well as many large marinas. The Elk River is also part of the Intercoastal

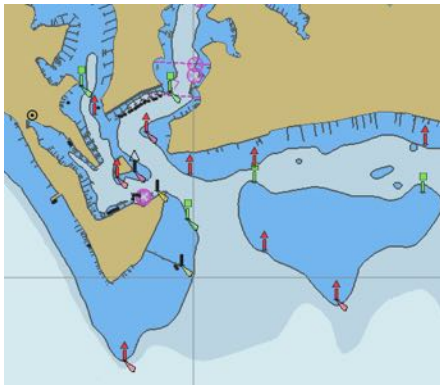
Waterway that connects (with the C&D Canal) Chesapeake Bay with Delaware Bay. The ability to provide marine products to these portions of the waters will be greatly beneficial to mariners in the area.

The positive impacts seen by the public will be by mariners, who will now receive marine-focused watches, warnings, and advisories. Mariners in these redesignated areas will be able to receive *Special Marine Warnings* for threats to boaters, instead of land-based warnings that often have higher thresholds of intensity (like a *Severe Thunderstorm Warning*) or lack relevance to marine areas (such as a *Flash Flood Warning*). *Special Marine Warnings* are also broadcast by the USCG across marine band radio. This change only impacts waters. No communities or land will be affected by this change to this marine zone.”

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BoatUS Magazine Examines Update Frequency of Electronic Charts

Provided By Hans J. Hoffmann, CAPCA Vice President



The November/December issue of the *BoatUS Magazine* carries a feature article by Tim Murphy: "[How Often are Your Electronic Charts Updated?](#)" Murphy analyzes and explains assumptions captains might make about chart plotters and the electronic charts we see on their screens. The key take away is that the charts we see on plotters and want to utilize for planning and navigation purposes are not updated as often as boaters think. So, the issue is not the plotter itself, but what the screen might show. As the reader comes to understand this unsettling fact, the author offers

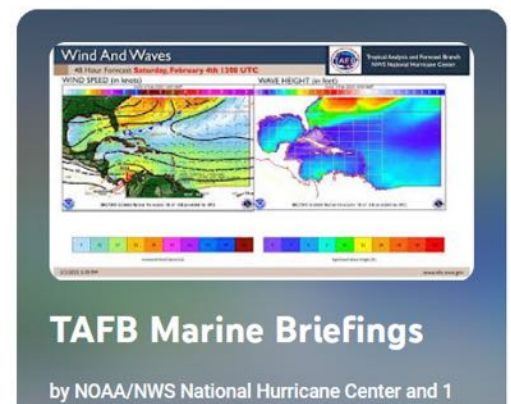
"a few workarounds" for that time when it's critical for navigators to have the latest information that's out there.

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Tropical Atlantic Weather Briefings on YouTube

The National Hurricane Center is providing **weekly** [tropical Atlantic weather briefings on YouTube](#). Scroll through the playlist.

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Psssst! Do You Know that CAPCA Has a YouTube Channel?



This box is on the public and members home page, with a link to the YouTube page. We post the videos of our CAPCA ZOOM speakers here.

If you want to check it out right now, here's the link:

<https://www.youtube.com/channel/UCfJVGCj7vleSie0wkZ2dilg/videos>

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The NMC Website Has Been Updated



Check out the improved navigation and other changes that make it easier to find things. [CLICK HERE](#) to go to the NMC website.

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Busy People Volunteer: What Are You Doing?



Licensed captains have many skills to share with others. Some of you provide welcome volunteer support for maritime activities, like the U.S. Coast Guard Auxiliary, Sea Scouts, Vessel Safety Checks, the U.S. Power Squadron's Cooperative Charting Program, maritime museum programs, and environmental initiatives. One of CAPCA's missions is to serve the maritime public.

We have started a series of short feature articles for *The Log* about the volunteer activities you are doing. The purpose of this is to (1) showcase the many worthwhile areas where captains can volunteer their skills and knowledge, and (2) create an article that we can try to get published in one or more area boating magazines to increase CAPCA's visibility.

If you would like to share your volunteer activity related to maritime or related interests, please send.

- a brief description of your activities
- link(s) to websites of organization(s) you volunteer with
- a photo or two you and the activity, if you have them.

Send to logeditor@capca.net

Let's help make CAPCA members and the boating public aware of how and where to volunteer. Thanks very much.

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The Speakers Bureau is Now Self-Service for Members and Clients



We've updated our Speakers Bureau website pages to be self-service. Clients who are looking for a speaker can now see who our speakers are and what each has to offer — and they can contact a prospective speaker directly by email.

Current Speakers Bureau members should review their listing as it's now available for public consumption. If you would like **to join the Speakers Bureau**, please [log in and fill out the form](#).

We display names, email addresses, availability, and topics - no phone numbers. Our website has a function that hides email addresses from collection by spammers. So, speakers' email addresses are safe.

Speakers can add, edit, or delete their listing by logging in to the [member pages](#) and clicking ABOUT US > Speakers Bureau Program > Speakers Bureau Members. There are icons to the right of each listing for viewing details, editing, deleting, and downloading a PFD version.

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The CAPCA Mentoring Program Is Now Self-Service

The CAPCA mentoring program is now self-serve! If **you previously signed up as a mentor, please sign up again** at: <https://capca.net/member-kit/mentoring>.

And we need more volunteers. CAPCA is loaded with maritime talent and experience — let's share some of it among ourselves.



Mentoring can be as simple as a phone conversation or as involved as a day on the water — on someone else's boat. There is no particular time commitment. It is up to you and the person seeking a mentor.

Access to the CAPCA mentoring program for volunteers to sign up and to find a mentor is under the MEMBERS KIT menu item at <https://capca.net/member-kit/mentoring>.

From here you can browse for a mentor on a specific subject (as soon as we get some posted) or sign up to share your own knowledge with other members.

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Earn rewards for recruiting new members!

Rewards are based on a rolling two calendar years

- Recruit 2 members within two calendar years - receive a CAPCA mug
- Recruit 3 members within two calendar years - receive a CAPCA ball cap
- Recruit 5 new members within two calendar years - receive a free one-year membership (Emeritus members receive a CAPCA shirt since they don't pay for membership.)

We'll keep track through the membership database, so **remind your recruits to include your name when asked, "How did you find CAPCA?"** in the online application. Rewards will be calculated after the first of each year.

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Uninspected Passenger Vessel Exams



CAPCA member Bruce Johnson is a USCG Licensed Master, as well as a member of the U.S. Coast Guard Auxiliary designated as a UPV examiner. Captain Johnson is available to do Uninspected Passenger Vessel exams for those who want them. Members can request UPVEs or ask questions any time by emailing him at bruce.johnson@cgauxnet.us or calling 410.707.1682 and leaving a message.

Voluntary UPV examinations are available to assure that owner / operators comply with federal regulations. If the vessel passes a UPV exam a decal is issued. Since this is a voluntary dockside exam, it is not a law enforcement action, and no citations are issued. On the other hand, passing a UPV exam does not absolutely guarantee that the vessel may not be boarded when it is underway.

Uninspected Passenger Vessels (UPVs) are vessels not subject to Coast Guard inspection that are less than 100 gross tons with 6 or fewer passengers, including at least one passenger for hire. UPVs may also include vessels over 100 GTs but less than 300 GTs that carry not more than 12 passengers, with at least one being a passenger for hire. All UPVs must be under the direction and control of an individual credentialed by the Coast Guard. The original license or Merchant Mariner

Credential (MMC) must be aboard and available for immediate presentation to CG officials whenever passengers are being carried for hire. There are additional equipment and performance requirements for UPVs.

Bruce Johnson

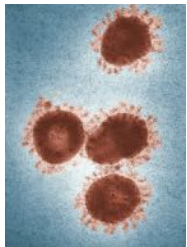
Division Chief, Youth Programs (DVC-SY)

410.707.1682 (mobile)

bruce.johnson@cgauxnet.us

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COVID-19 Port Closures Are Changing



The worldwide pandemic has affected everything on land and sea, commercial and recreational maritime operations included. Commercial operators are usually aware of port limitations and recreational mariners, including delivery captains, must stay up to date with fast-changing conditions. [Noonsite](#) is an excellent resource and it's updated DAILY as conditions change. Follow [the links in this report](#) to stay updated on restrictions on your cruising route so that you can plan accordingly.

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BOATU.S. East Coast Alerts – Free to BoatU.S. Members

BoatU.S. East Coast Alerts Email Signup

Receive via email FREE "BoatU.S. East Coast Alerts," published every two weeks by long-time liveaboard authors and cruisers, Tom and Mel Neale. Get the latest Coast Guard and U.S. Army Corps of Engineers updates and late-breaking news about things that you need to know if you're boating along the East Coast, ICW, Chesapeake and in the Bahamas. Interim updated Special Alerts are emailed as they happen. Includes Districts 1,3,5 and 7 and General Announcements.

Sign up here: <https://www.boatus.com/subscribe>

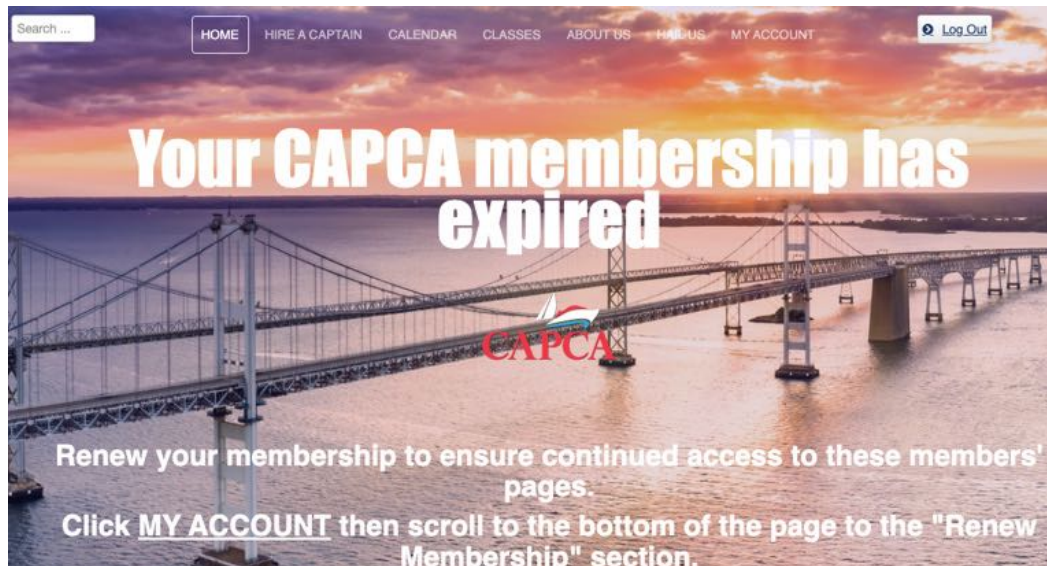
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Membership Renewal Reminder

When you renew your membership, the renewal is tacked on to the end of your current year. For example, if your subscription expires on June 4, and you renew any time before that date, your new subscription will start on June 4 and run for another year.

You **don't have to wait to renew** until you receive one of the **three automated reminder e-mails** we send you (30 days and seven days before expiration, and five days after expiration). Renew early! **Make sure your e-mail address is up to date.**

If your membership expires, you will see this header during the 60-day grace period. You will only have access to MY ACCOUNT. After 60 days you are no longer a member so you can't log in, and **you'll have to join as a new member.**



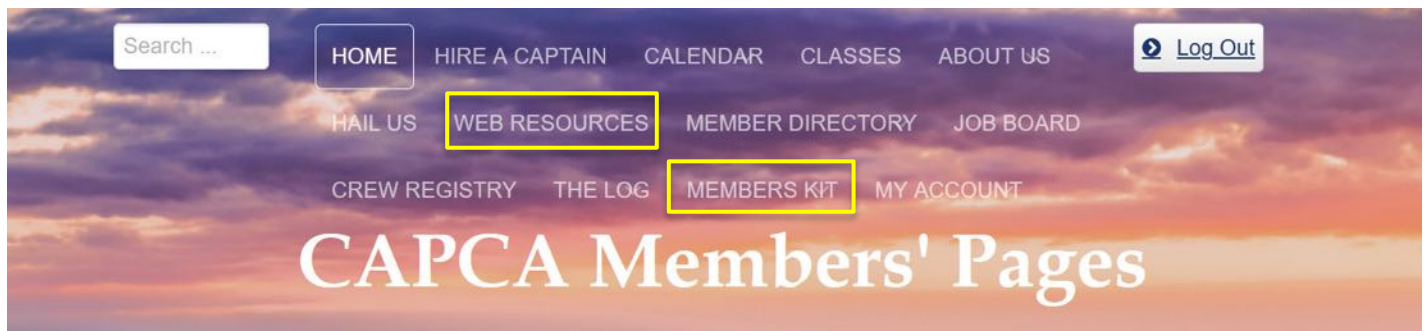
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Website Spotlight on the Members' Website Pages



The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website features. Please e-mail webmaster@capca.net if you find broken or outdated links.

Please **bookmark** the [member login page](#) on all your devices so you can go right to the member side of the website. Everything you are likely to need is on the member side, but occasionally take a look at the public side, to see what the rest of the world sees.



The display on your device may not look exactly like this, but the menu tabs are the same.

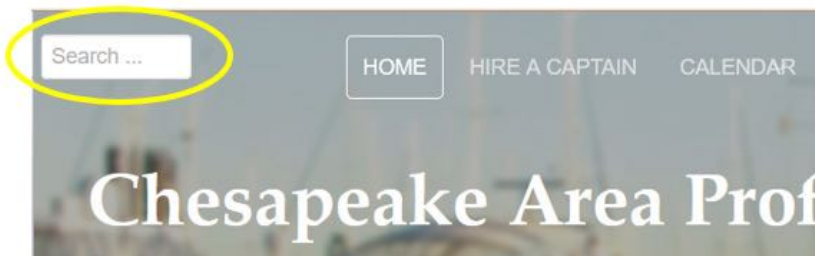
Members, please use the CAPCA “Web Resources” menu tab for quick access to websites you may need. No Googling to find a website or keeping a lot of bookmarks on your devices. This menu tab is one of the most useful features for members.

Some of the lists on the Web Resources tab have more items than can be shown on one page, so we recommend that when you go to a category list, you select “All” in the small box on the right with the down arrow.



This month’s Spotlight is on using the website SEARCH function to search the entire website, including *The Log* archive.

1. Type a word or short phrase in the search box on the upper right corner of **any website page**.



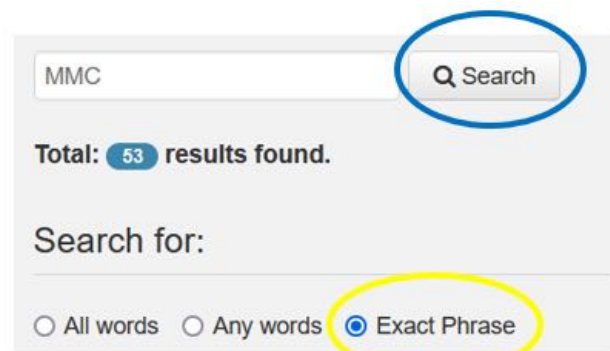
Here is how the box appears on the all the website pages.

For example, type “MMC” and hit **ENTER**.

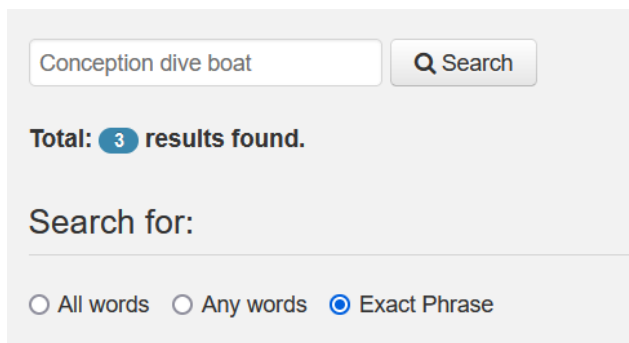
2. A new section opens near the top of the website page with your search term in the box.

3. In the new section click “**Exact Phrase**,” and click **SEARCH**. After a moment you get the total number of results found.

Scan the list to find what you want. “MMC” is a broad term, so you’ll get many results you don’t want. You may have to try several terms or phrases to narrow your results.



4. Another example: type “Conception dive boat” (a more specific phrase) and hit **ENTER**.
5. In the new section select “**Exact Phrase**,” click **SEARCH**, and you get three results.



Conception dive boat 🔍 Search

Total: **3** results found.

Search for:

☐ All words ☐ Any words ☒ Exact Phrase

If you search “all words” or “any words” you’ll get many results, including where the word appears as part of another word: for example, “misconception.”

Try the search function.

If you have a website that you use and like, please send the URL (website address) to webmaster@capca.net and we’ll add it to the category list for others to use.

Please send us suggestions for other features you would like to see on your website, or if you spot a problem, such as a broken link. E-mail webmaster@capca.net
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CAPCA’s Crew Registry Program

Captains: *Looking for licensed crewmembers for a delivery job, an assignment as an instructor, or any other on-the-water venture?*

Crewmembers: *Looking for a slot as a crewmember, either for pay or to gain experience?*



Either way, CAPCA’s **CREW REGISTRY** program can help you. **Here’s how it works:**

1. If you’re a CAPCA member who’d like to **serve as a crewmember** for another CAPCA member, fill out and submit the crew registry sign-up form on the member side of the website. Your name and the information about your interest and qualifications will appear on the Crew Registry list.

2. **IMPORTANT: Note these two questions** on the signup form, “Currently enrolled in a U.S. Coast Guard-recognized random drug screening program?” and “Name of drug screening program.”

Your answers to these questions should **reflect your current status**. You DO NOT have to be enrolled in a drug screening program unless your work as a captain requires it. If you’re **not** in a screening program, answer “NO” and “NONE” to the questions. If you **are currently** enrolled in drug screening program, answer “Yes” and enter the name of the program in the box.

A captain seeking crew may need a crewmember who is currently enrolled in a drug screening program, so it’s important to indicate if you are or are not in a screening program.

When you renew your license (and in some other employment situations), a drug *screening test* is required, as the Coast Guard specifies: “[A drug test is required](#) for all transactions EXCEPT documents of continuity modifications (increases of scope), duplicates, and International Endorsements (STCW).”

However, a number of captains do the drug screening test just for license renewal, and if their employment as captains does not require enrollment in a drug screening program, they do not enroll after the test.

3. Captains **looking for crew**, log in to the member side of the CAPCA website and examine the crew registry list to see the available crew listings. The most recent postings appear at the top of the list.
4. If a captain is interested, he or she can contact you directly and you two can work out arrangements for duties and pay.
5. The list of members who have signed up for crew duty will remain available indefinitely. The list will form a crew registry to which captains can refer time after time.
6. **Editing your information:** If any of the information you filled out on your registry form changes, or if you no longer want to be included on the Crew Registry list, you can edit or delete your listing yourself. Log in with your member username and password, click the CREW REGISTRY menu item and the blue "Edit Your Listing" button. You will see four icons to the right of your listing for viewing, editing, deleting, or downloading. You can hover your cursor over each icon to see what it does.
7. If you are on the Crew Registry, this might be a good time to **review your listing**. If any of your information has changed, you can update it with immediate results. If you are no longer interested in being listed on the Crew Registry, please delete your listing.

For further information, contact the Jobs Program coordinator at jobs@capca.net.

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Visit the Ships Store. Spring is Here!

Log in to the member side of the CAPCA website. Click on menu tab "Members Kit," "Ship's Store" to read the [Ship's Store general information](#).

To go to the Queensboro store from the Ship's Store page "CLICK HERE TO ORDER."

The ship's store offers various discounts from time to time (see the colored band in the middle of the [store's register/sign in page](#)). Check frequently and remember to use the discount code when you check out.

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Your Nautical Knowledge Quiz

Provided by Captain Rick Perri, [National Seafarers Academy](#)

1. You are fighting a Class B fire with a portable dry chemical extinguisher. The discharge should be directed _____.
 - A. over the top of the fire
 - B. to bank off a bulkhead onto the fire
 - C. at the seat of the fire, starting at the near edge
 - D. at the main body of the fire
2. In order for a vessel to be classified as a fishing vessel that is "engaged in fishing" she must be _____.
 - A. underway
 - B. using gear which extends more than 50 meters outboard
 - C. using a seine of some type
 - D. using gear which restricts her maneuverability
3. Unless the COI is endorsed for adults only, there shall be provided a number of approved life jackets suitable for children equal to at least _____. (small passenger vessel regulations)
 - A. 20% of the passengers carried
 - B. 10% of the total number of persons carried
 - C. 10% of the passengers carried
 - D. 20% of the total number of persons carried

4. What is the expected range of a VHF radio transmission from a vessel to a shore station?
- A. about 20 miles
 - B. 50 - 100 miles
 - C. 100 - 150 miles
 - D. 150 - 200 miles

Answers on page 29—no peeking.

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Current CAPCA Board and Assistants

Click on a name to send an e-mail to that person.

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Vice President	Hans Hoffmann
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Secretary	Priscilla Travis
Treasurer	Carl Bart

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Membership	Philip Gauthier
Webmaster	David Sire

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Editor, <i>The Log</i>	Priscilla Travis
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@CapcaTweet Editor	John Wesley Nash
Safety Coordinator	Alan Karpas
ABYC Coordinator	John Wesley Nash
Boat Shows, Expositions	vacant – ad hoc position
Telephone Monitor	Carl Bart
Raffle Assistant	Greg Pabst

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Budget and finance	Bill Washington
	Carl Bart
	Wendy Kravit
Bylaws review	Priscilla Travis , Hamilton Gale

CAPCA is a 501(c)(6) not-for-profit corporation. The CAPCA Board of Directors is bonded and insured. For more information e-mail: president@capca.net

This same information is available on the website, home page, menu tabs ABOUT US, dropdown Our Leadership. **The webpage will have the most current information** if there are changes between issues of *The Log*.

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The Log Staff

EDITOR
ABYC HAPPENINGS
SAFETY SNAPSHOTS
Meet the Captain

Priscilla Travis
John Wesley Nash
Alan Karpas
Cheryl Duvall

The editor of The Log reserves the right to edit contributions to fit The Log's format, style, and constraints.

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Nautical Knowledge Quiz Answers

- | | |
|------|------|
| 1. C | 3. B |
| 2. D | 4. A |

