



April 2024

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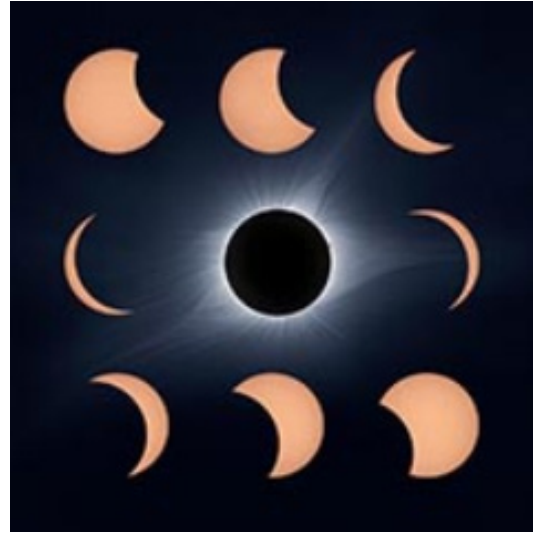
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Photo by USCG Petty Officer 1st Class Brandon Giles



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2024 CALENDAR - in progress

Saturday-Monday April 12-14: Bay Bridge Boat Show. Visit the CAPCA Booth A-6 and say hello.

Monday, April 15 (note: third Monday): **ON ZOOM**, 6:45-8:30 p.m. Captain Rob Chichester “Experiences aboard a Lightship.” **Login instructions will be posted on the CAPCA website a week before the event.**

Saturday, April 20, 1000-1200: FREE. SKYWARN and Weather-Ready Nation Ambassadors training and tour at the National Weather Service (NWS) Baltimore-Washington Office. [Registration required.](#)

Monday, May 20 (note: third Monday): **ON ZOOM. Emergency Services on the Water: How the U.S. Coast Guard manages and oversees search and rescue missions** with CDR Baxter B. Smoak, Chief, Prevention Department, CDR Rob Conception, Response Department Head, and LT Stasia Ellis, Command Center Chief.

Watch for updates to the calendar on the [CAPCA website.](#)

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 Tony Tommasello, CAPCA President

2024 Boat Shows

The boat shows bring designs and prices for new motorboats and sailboats. It's likely that we will be asked to deliver the new purchases to the owners' marinas and provide lessons to new owners on the operation and maintenance of their purchase. The boat shows are opportunities to board and inspect the vessels on which we may be working in the coming season.

Boats may be purchased by people who have no boating experience. One example is a call I got from a new 42-foot catamaran owner who wanted sailing lessons for himself, his wife, and son and ASA certification for 101, 103, 104, and 114 courses. I explained that while I could provide the instruction, the certification would have to be awarded through one of the schools for which I teach. It is revealing that he was unable to work effectively with any of the schools because the new owner would not accept the conditions that the schools required. He wanted the schools to do things his way.

Boat show dates and locations in this area in 2024 are as follows:

Bay Bridge Powerboat	April 12, 13, 14
Annapolis Sailboat	April 26, 27, 28
Washington DC Power & Sailboat	May 3, 4, 5
Annapolis Powerboat	October 3, 4, 5, 6
Annapolis Sailboat	October 10, 11, 12, 13, 14

CAPCA has a booth at the Bay Bridge Powerboat show and at the Annapolis Sailboat show this month. We will encourage participants to visit our booth and take the opportunity to speak to boaters face-to-face about our association and what we do as regards the recreational and commercial boating communities. **We have some volunteers to staff the booth at each show and more are needed. Email president@capca.net to volunteer.**

Volunteers will gain free entry into the show and will be given a CAPCA T-shirt and cap. We will all be similarly attired and be recognized when we stroll about the show. It's also a good opportunity to spend time with other CAPCA member volunteers and hear their conversations with boat show participants. We will be requesting space at the shows occurring later in the season.

The boat shows allow CAPCA to promote our association and captains to preview new additions to the fleet. Being a volunteer for our booth display is good for us and a benefit to our members.

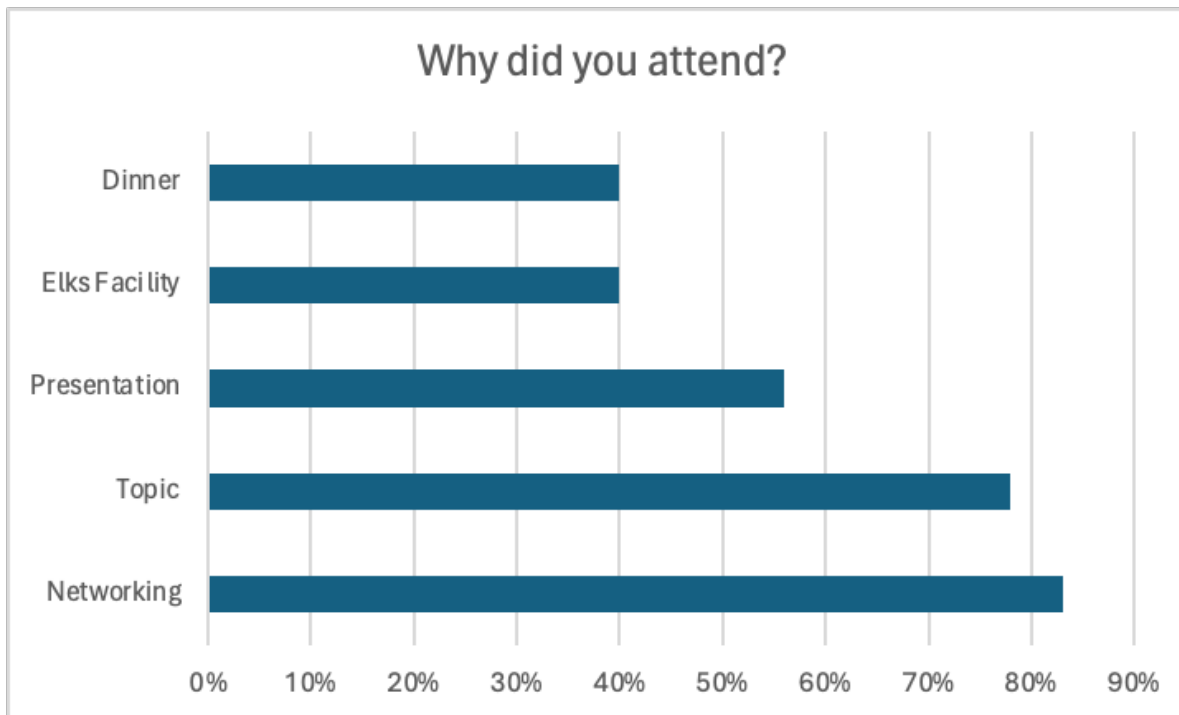
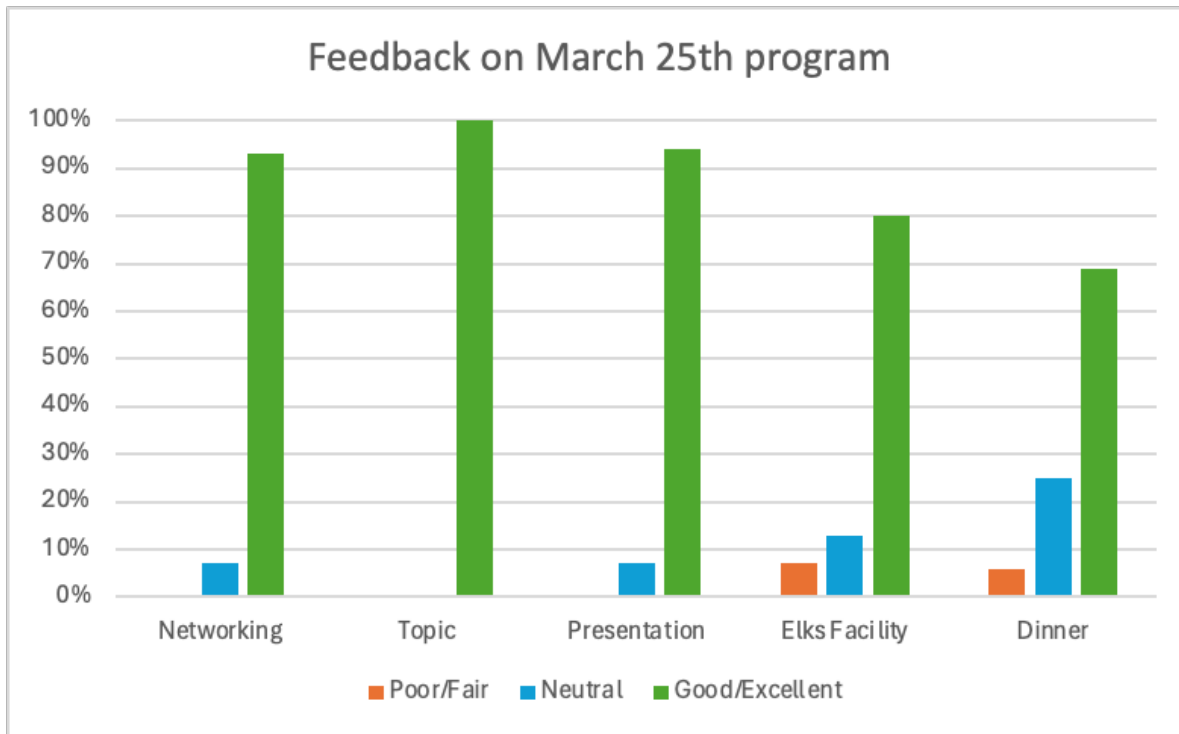


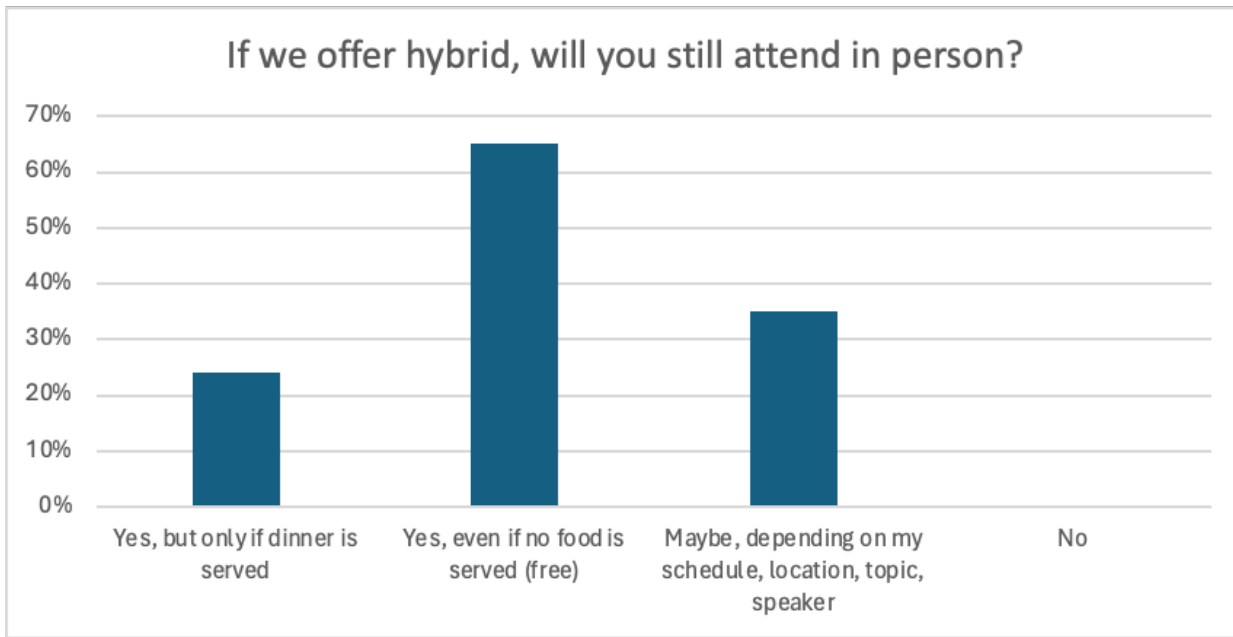
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We Asked and We Are Listening

By Captain Cheryl Duvall, CAPCA Programs Director

We asked for feedback from March 25 in-room attendees. Half of the attendees completed tabletop surveys. Summaries of their responses are below.





Additionally, we collected several suggestions for future topics, speakers, and tours. The CAPCA Program Committee will consider these recommendations and thanks everyone who contributed their ideas. Much appreciated! Please send your ideas for topics, speakers, and tours to programs@capca.net

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Key Bridge Channel Reopening Tentative Timeline

Mike Shuler, *gCaptain*, April 4, 2024

“The U.S. Army Corps of Engineers announced a tentative timeline for reopening the federal Fort McHenry Channel and restoring navigation in and out of the Port of Baltimore. USACE plans to open a limited access channel to the Port of Baltimore within the next four weeks, or by the end of April. This 280-foot-wide and 35-foot-deep channel will support one-way traffic for barge container service and some roll on/roll off vessels.

Alternatively, USACE engineers are aiming to reopen the permanent, 700-foot-wide by 50-foot-deep federal navigation channel by the end of May, restoring port access to normal capacity. [The USACE spokesman] acknowledged that these timelines are ‘ambitious’ and may still be impacted by adverse weather conditions or changes in the salvage plan.”

Read [the complete gCaptain article](#) for more details.

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Two Charged After Fatalities Aboard Illegal NY Charter

[Professional Mariner Staff](#), March 11, 2024

(NEW YORK) — “The owner and operator of the vessel *Stimulus Money* were arrested and served with a complaint Thursday after the July 2022 capsizing of the boat while underway on the Hudson River, resulting in the death of a 7-year-old boy and 48-year-old woman.

Richard Cruz and Jaime Pinilla Gomez are being charged each with one count of misconduct and neglect of ship officer resulting in death, which carries a maximum sentence of 10 years in prison.

Coast Guard Sector New York and the Coast Guard Investigative Services (CGIS) investigated the incident into suspected illegal passenger operations, finding the vessel did not possess the required certificate of inspection (COI) and the operator did not having the required Coast Guard-issued merchant mariner credential (MMC) to be operating a passenger vessel.



After completing the investigation, the Coast Guard referred the case to the U.S. Attorney’s Office for the Southern District of New York for further consideration in potential criminal prosecution.

The Coast Guard urges the public to be on the lookout for illegal charters. If the vessel is carrying six or more passengers, with at least one paying for the charter, it must have a valid

Coast Guard COI. Passengers can and should ask the captain of the vessel to verify their license and the inspection status of the boat.”

[Read the complete article](#) for important details.

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Whale Strike Rule Moves Forward

By Eric Colby, [Trade Only Today](#), March 7, 2024

“The National Marine Manufacturers Association expressed disappointment with the decision by the Department of Commerce to advance the North American Right Whale Vessel Strike Reduction Rule to the Office of Management and Budget.

Proposed by NOAA, the rule would restrict boats to 11 mph along much of the Eastern Seaboard for up to seven months of the year. NMMA says this would significantly hurt coastal economies and the small businesses that comprise the boating industry.



North Atlantic right whale-NOAA Fisheries photo

‘We are extremely disappointed and alarmed to see this economically catastrophic and deeply flawed rule proceed to these final stages,’ NMMA president and CEO Frank Hugelmeyer said in a

statement. ‘The proposed rule is based on incorrect assumptions and questionable data, and fails to distinguish between large, ocean-crossing vessels and small recreational boats, which could not be more different from each other. Most concerning, the proposed rule ignores the advanced marine technologies available now that can better protect the North Atlantic right whale and prevent vessel strikes.’”

[Read the complete article.](#)

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Speaker Summary: March 25, J. Seamus Duffy, Annapolis Compass— “Take the Voodoo out of Compass Headings”



By Captain Bob Thomson, CAPCA Programs Committee

Seamus Duffy describes himself as a “son of a sailor” and a “son of a compass adjustor”. His father founded a compass adjusting practice, then known as Joseph L. Duffy & Son, in 1984, mainly serving recreational boaters. About twenty years ago, Seamus assumed responsibility for leading the company. He led growth of the business, now named Annapolis Compass, to serve larger segments of the marine industry, including commercial and military vessels.

While it is easy to take for granted the powerful space-based technologies we have to find our way safely from one port to another, it’s important to remember that natural forces that have been known for thousands of years remain useful and highly reliable for navigation today. Seamus gave us an interesting tour of the history of magnetism, starting with the discovery of the properties of lodestone (magnetite) about 4,000 years ago. Over the succeeding millennia, the tendency of lodestone to point in a fixed direction, in line with the Earth’s magnetic field, was related to the position of the North Star and gradually the annual cycle of the movements of stars became understood. The enduring principle was that certain magnetic materials always pointed in the same orientation while the Earth moved, proving an accurate directional reference.

The marine compass as we now know it had its origins about 800 years ago, allowing mariners to venture ever farther across oceans, leading to exploration of the world and the growth of maritime commerce. The simple principle of a north-seeking magnet remains with us today in the modern “wet compass” filled with fluid to dampen movement of needle.

However, errors in the compass can exist and must be corrected. One factor that influences compass error is that steel ships tend to retain “memory” of their magnetic orientation when they were built, and then movement of the ship in other directions can cause deviation from the correct heading. This source of compass error, and others (such as iron materials on board), can be compensated by adjustable magnets. Sometimes these are small magnets internal to the compass, and in larger vessels we often see external correctors in the form of soft iron quadrantal



Quadrantal spheres

spheres (“Kelvin spheres”) that can be moved to reduce compass error. Seamus described this principle as like that of noise-cancelling headphones, where “opposite waves” are generated to offset a source of interference. In the case of a compass, these are opposite magnetic waves.

Finally, Seamus described the equipment and process typically used to adjust a compass, by providing an independent source of directional reference against which to calibrate a vessel’s compass. He also discussed some common compass maintenance issues and how to keep your compass in top shape.

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

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Jobs Program Report for March 2024



By Captain Rob Young, Jobs Program Director

6 jobs

3 deliveries: Warwick, RI to Deltaville; local Annapolis area; Ocean City, MD to Falmouth, MA

2 charter captains: 1 FT/PT, 1 FT

1 instructor (private vessel)

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“Ahoy” from Your Membership Director



By Captain Phil Gauthier, Membership Director

Current active membership stands at 308. 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/New Members.

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Meet the Captain: Doug Macnair



Edited by Captain Cheryl Duvall

An interview with Captain Doug Macnair

How did you get into boating? Growing up, I attended school in Cambridge, Massachusetts and spent every weekend and summers on the Maine coast. My parents were gentleman farmers and my escape from farm chores was to get out on Muscongus Bay at the foot of our field. The water called to me like a siren's song.

What boats did you sail in those early years? At age twelve, I built my first semblance of a boat from scrap lumber. It wasn't much, but it floated and started the itch. I also began exploring in my father's outboard motorboat. Sailing came after seeing a Snark for sale and pleading with my parents to buy it. I was a self-taught sailor and quickly realized that I couldn't sail both upwind and against the strong Maine tidal currents. Through trial and error, I learned to use prevailing conditions to my advantage and make headway when needed. The Maine coast is a stern but capable teacher.



What was your next boat? I became enamored with wooden boats after watching a friend's father build several and subscribing to *WoodenBoat* magazine. At sixteen, I bought a derelict wood daysailer and poured myself into making it seaworthy again. I spent summers exploring mid-coast Maine in it, later upgrading to a 21' fiberglass boat with a cuddy cabin.

What do you enjoy most about boating? The adventure and curiosity of exploration is what always intrigued me and kept me coming back for more. I've engaged in many passing interests throughout my life but the one consistent thread, holding my interest and attention across the years, is boating. No two days on the water are the same. Every day is a learning experience, and there is always a new bay, river, island, or other destination to be explored.

What brought you to the Chesapeake? I moved to western Maryland in 1988 for my aviation career. For many years, I didn't own a boat due to limitations of a young man's finances and distance from the water, but eventually I bought a C&C 37 and started exploring the Bay in earnest. "Two-foot-i-tis" resulted in upsizing my boats, eventually to an Island Packet 45. Along the way I obtained my 100-ton master's ticket, earning near coastal privileges thanks to my sea service days along the Maine coast where the COLREGS Demarcation Line begins basically at the shoreline downeast of Casco Bay.

When did you start working your captain's license? By 2006 I was living in Oxford but no longer owned a boat of my own, so I was motivated to exercise my captain's license to spend some days

on the water. I worked part-time for a dozen years, first for the Oxford-Bellevue ferry, and later also as a captain for the skipjack *Nathan of Dorchester* in Cambridge.

What was it like to operate a ferry? That route is only eight tenths of a mile so it didn't particularly scratch my itch for exploration. But the job involved a lot of public interaction and working with deck hands which I enjoyed. I often described the passage as "eight minutes of boredom punctuated by 30 seconds of sheer terror." That ferry has a small rudder, a flat bottom, and a lot of windage which tended to keep things interesting. No two dockings were the same. The owners Tom and Judy Bixler, are wonderful folks, maintain their vessel impeccably, and conduct their operation to very high standards. I was proud to operate that vessel.

What was it like to be a skipjack captain? The *Nathan of Dorchester* is operated by a non-profit organization of volunteers including crew with varying degrees of boating experience conducting public sails and charters. I was immediately impressed by the high level of maintenance and safety in its operations, including rigorous crew training and drills. The safety culture felt like aviation to me. I later became senior captain with oversight of crew training, coast guard inspections, and hiring additional captains. There were several occasions when the training and emergency drills paid off, further reinforcing my belief in rigorous training and standardization.

Carrying passengers for hire on a wooden sailing vessel is a high level of responsibility and deserves a commensurately high duty of care regardless of whether it is operated by a professional or volunteer organization. I really fell in love with that beautiful sailing vessel and the volunteers who committed to its maintenance and operation. Dredging for oysters under sail and interacting with passengers, sharing our passion for history, skipjacks, ecology, and the Chesapeake Bay, was icing on the cake for me.

Why did you move back to the Northeast? I lived in Maryland for 35 years for my aviation advocacy career. Maryland and the Chesapeake were very good to me. But aging parents, properties to care for, and COVID necessitated retirement and a return to Maine. Not that I am complaining!

Do you still get out on the water? My wife is also a lifelong sailor and sailing coach, and we presently own a Friendship sloop and a Mainship Pilot 34. We're on the water as much as possible, and I look forward to future professional captain and delivery opportunities.

How did you hear about CAPCA, and what keeps you engaged with us from afar? Initially I joined when a friend mentioned the CAPCA job board as a possible resource for hiring new captains for the skipjack. Now I especially appreciate the monthly Zoom programs and educational classes, like the renewal course where you and I met last year. I made the trip to Maryland to take that CAPCA course because a similar one wasn't offered where I live.

Do you have any additional insights for CAPCA members? This is a darn rewarding career path. There are so many opportunities in this business: T-boats, delivery, instruction, charters—even commercial and industrial positions, especially in the Chesapeake. Regardless of whether you do it full-time, I have found that there is no shortage of work for captains with a reputation of professionalism.

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Safety Snapshot – Zinc Anodes are Polluting our Harbors



**Provided by Alan Karpas
Safety Coordinator**

By Theo Stocker, [Yachting Monthly, March 26, 2024](#)

“Zinc anodes have been used by sailors for decades to protect underwater metals on boats from electrolysis, but aluminum is a better option.

Research about the impact of accumulations of metals in marine sediments on the natural environment shows that zinc contains cadmium, which is toxic to marine life, and enters the food chain through these sediments, while aluminum does not. The metals do not degrade or decompose but remain present in the environment indefinitely.

Aluminum has the additional benefits that it is both lighter and longer lasting than zinc, thanks to its higher electro-chemical capacity, and it is still reactive enough to provide good protection of metal parts in the brackish water found in rivers and marinas, as well as in salt water.

When changing anode material from zinc to aluminum, all anodes should be changed at the same time, including hull, propeller and propeller shaft, and internal engine anodes. It also advised that higher-than-expected erosion of anodes could be due to stray current from shore power. If your boat is routinely left for periods on shore power, a galvanic isolator should be fitted.”

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Planning Tool for Bluewater Transits



By Hans J. Hoffmann, CAPCA Vice President

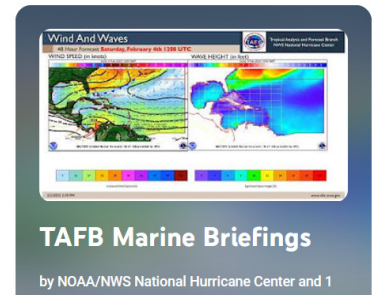
Mariners, especially the sailboat community, about to head north from warmer waters, have a useful planning tool available. Since January 2023, the Tropical Atlantic Forecast Branch (TAFB) of the National Hurricane Center (NHC) is providing Blue Water mariners with helpful, twice weekly Weather Briefings of the southwest Atlantic, including the Caribbean and Gulf of Mexico. (See below.) The forecast in text, graphical and gridded formats is available via the [NHC YouTube Channel](#).

While the focus is on the tropical south, it will also cover developing weather trends off the Virginia and North Carolina coasts that may influence southwest Atlantic waters. So, if you're planning for a day of deep-sea fishing offshore and want to know about, say, the swell pattern out there, a look at the TAFB Briefing may add to what we've learned from the NWS forecast and what we can expect.

Tropical Atlantic Weather Briefings on YouTube

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

Graphs and analysis extend north to include the sub-tropical western Atlantic where CAPCA captains might operate. These reports may help you with route planning.



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CAPCA YouTube Channel Report

Provided by Captain Bill Washington, CAPCA Video Editor

Do you know that [CAPCA has a YouTube channel](#)? Some of you do because you've been watching. Here's an update on viewing between Feb. 27 and March 25, 2024.

Your channel got 220 views in the last 28 days

Views	Watch time (hours)	Subscribers
220	16.8	+5
Content		
1	 CAPT. STANLEY B. LYNESS, W.D. MEDICAL EMERGENCIES AT SEA: Beyond The AIS Part 4 of 4 March 11, 2024	CAPCA Safety at Sea Part 4 Mar 11, 2024
2	 CAPT. STANLEY B. LYNESS, W.D. MEDICAL EMERGENCIES AT SEA: Beyond The AIS Part 2 of 4 March 11, 2024	CAPCA Safety at Sea Part 2 Mar 11, 2024
3	 CAPT. STANLEY B. LYNESS, W.D. MEDICAL EMERGENCIES AT SEA: Beyond The AIS Part 3 of 4 March 11, 2024	CAPCA Safety at Sea Part 3 Mar 11, 2024
4	 CAPT. STANLEY B. LYNESS, W.D. MEDICAL EMERGENCIES AT SEA: Beyond The AIS Part 1 of 4 March 11, 2024	CAPCA Safety at Sea Part 1 Mar 11, 2024
5	 Austin D. Wardlaw Meteorologist, NOAA/NWS Update on Winter Forecasting and Monitoring March 11, 2024	CAPCA February 2024 Meeting Feb 29, 2024
6	 Captain Scott Berg Averaging Surprises at Sea What a Boat Survey Does and Doesn't Tell You March 11, 2024	CAPCA January 2024 Meeting Jan 23, 2024

We currently have 53 subscribers. Please subscribe (it's FREE and open to the public) and tell your boating friends.

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U.S. Coast Guard Changes MMC Format

By Mike Schuler, [gCaptain](#), February 26, 2024

“The U.S. Coast Guard introduced a new merchant mariner credential (MMC) format on March 1, 2024. The current MMC passport-style booklet will be replaced with a single-page certificate.

Mariners currently holding the passport-style credentials do not need to worry as these will not be replaced immediately. The new MMC will be issued during their next application process with the Coast Guard.

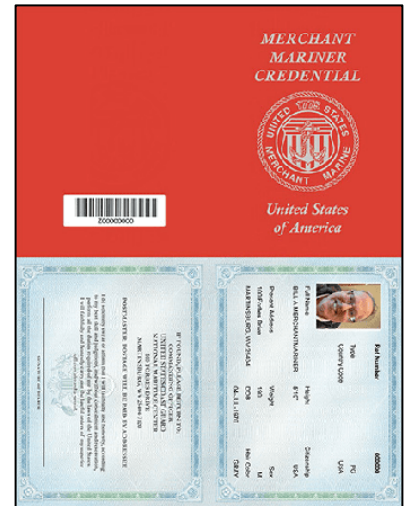
The new credentials will be printed on 8.5" x 11" waterproof synthetic paper from the Government Printing Office (GPO). The updated MMC will include improved security features, such as anti-copy measures, micro-printing, foiling, and intricate patterns.

The redesign comes as the Coast Guard National Maritime Center’s existing passport style credential printers have become outdated and need to be replaced.

Looking ahead, the Coast Guard also plans to introduce an electronic credential or E-credential, which will meet all domestic and international requirements. Mariners will also have the option to obtain paper or other non-electronic versions.

For more information about the new MMC, visit the National Maritime Center’s [website](#).”

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Print Your Membership Card

CAPCA membership cards are now self-serve. If you would like a new membership card, you can download and print one yourself – anytime.

Log in to the CAPCA Members’ pages (<https://www.capca.net/member-pages>) from a PC or tablet. (This feature isn’t available for smartphones.)

1. Click MY ACCOUNT and “View/Edit Profile”.
2. Click the “My Subscriptions” tab.
3. On the right, under “Member Card”, click “Download.”
4. Open the downloads folder on your PC or tablet. Find the file that begins with your CAPCA username, open and print. The membership card will be wallet-size when cut out.

HOME CALENDAR ▾ CLASSES ABOUT US ▾ WEB RESOURCES MEMBER DIRECTORY ▾ JOB BOARD CREW REGISTRY

NEWSLETTER ▾ MEMBERS KIT ▾ MY ACCOUNT ▾

VIEW/EDIT PROFILE

Home / MY ACCOUNT / View/Edit Profile

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
CAPCA members abide by a code of ethics.

Edit Profile My Subscriptions Subscription History

Plan	Active Time	Status	Member Card
CAPCA Membership - 1 year	05-19-2017 To 05-20-2025	Active	Download

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ABYC Happenings

By Captain John Wesley Nash
ABYC Coordinator

This column will return in May.

For the schedule of ABYC classes and events go to
<https://abycinc.org/events/>



To access the members-only side of the [ABYC website](#) you need the 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 don't 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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USCG New Online “Launch and Recovery” Charting App

Provided by Hans J. Hoffmann, CAPCA Vice-President

Captains, indeed, all mariners planning a DELMARVA circumnavigation or cruises to points south, will soon have an additional charting tool available. This charting app will provide space launch and re-entry information off the east coast, including Wallops Island, Virginia. This is how the U.S. Coast Guard has recently announced the new app:



COMING SOON: NAVCEN will be releasing our new Space Operations Launch and Recovery (SOLAR) geospatial visualization tool in the near future. The initial build of this tool will be available in the Coast Guard Seventh District with further expansion in 2024.

SOLAR will offer a practical solution for mariners and the shipping industry to access real-time, geospatial information about space launches and reentries. This information is critical for navigating safely in areas affected by space operations. The tool will be available online at www.navcen.uscg.gov, providing an accessible platform for users to stay informed.

Key features of the tool include:

1. Interactive Display: A visual format for easier understanding of restricted navigation areas.
2. Updated Information: Timely data on space launches and reentries to help mariners make informed decisions.
3. Online Accessibility: The tool is readily accessible on the NAVCEN website.

This tool will align with NAVCEN’s goals to modernize maritime communications and provide relevant, up-to-date information to mariners and other stakeholders.

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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.

I would like to do a series of short feature articles for *The Log* about the volunteer activities you are doing. The purpose of this is to (1) showcase to our members 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 boating magazines.

If you are doing any volunteer activity related to maritime or related interests, would you please send me:

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

Let's help make CAPCA members aware of how and where to volunteer. Thanks very much.
Priscilla Travis, logeditor@capca.net

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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](#).

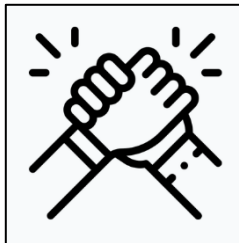
We display names, email addresses, availability, and topics - no phone numbers. Our website has a function that hides email addresses from collection by spammers. So, speakers' email addresses are safe.

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 bursting 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](#).

From here you can browse for a mentor on a specific subject 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.

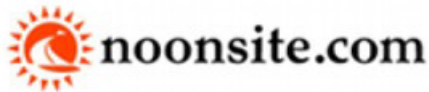
Bruce Johnson, Division Chief, Youth Programs (DVC-SY)

bruce.johnson@cgauxnet.us

410.707.1682 (mobile)

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Worldwide Port Information



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.

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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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UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION

If your e-mail address or other information has changed, please update your information 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.

If you change your email address on Your Profile, also please email webmaster@capca.net.

We use Constant Contact for CAPCA announcements, which is a separate email list.

You're in control of your data! CAPCA relies on accurate information to communicate with you and to administer your membership.


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Website Spotlight: Licensing and MMCs

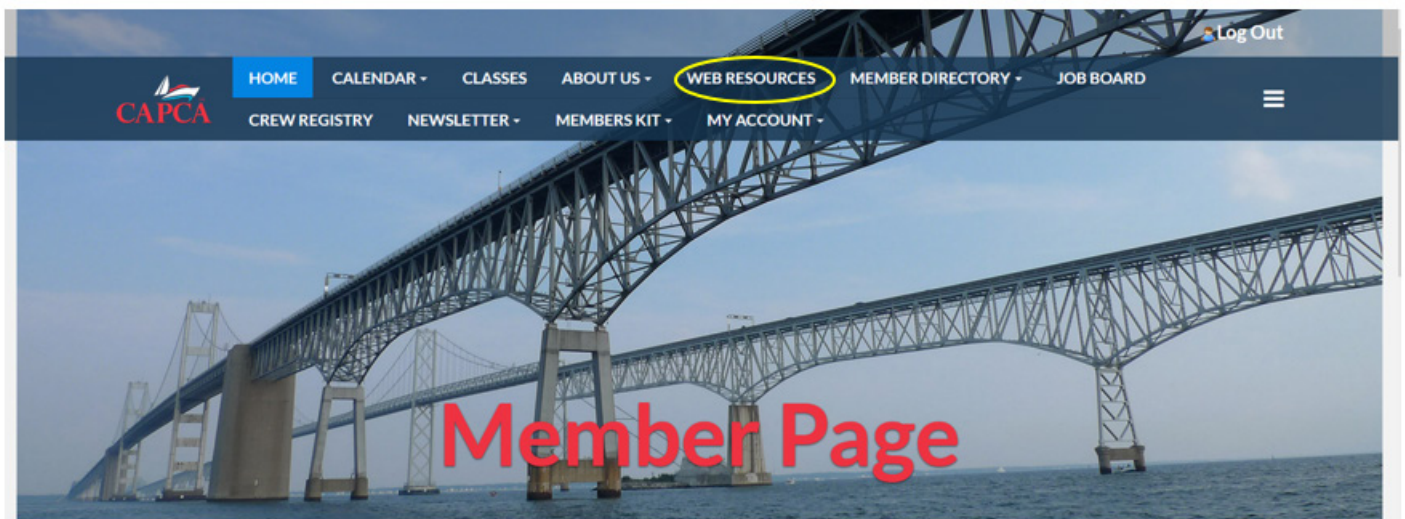


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

Please **bookmark** the **member login page** on all your devices so you can go right to the member side of the website. The member's pages have more information than the public pages. 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. Smaller screens may have a "hamburger menu." 

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 of your website.



WEB RESOURCES menu tab: Licensing – Merchant Mariner Credentials

When you click on the Web Resources menu tab, you get a list of categories: "Licensing" is the sixth item in the category list. Click on "Licensing" and you'll see this screenshot.

- [License Exam Practice Questions. Free and paid access](#)
- [License Exam Practice Questions from National Seafarers Academy](#)
- [License Exam Practice Questions from the NMC - all license grades including OUPV](#)
- [License Exam Practice Questions from USCGExamPrep.com](#)
- [National Maritime Center - merchant mariner credentials](#)

NOTE: the links you see in the screenshot in *The Log* are not "live," but they work on the website.

On the website (but not on this *Log* page), each of the underlined titles is a clickable link to a specific website. Go explore.

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 a 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. What is required in addition to the heat, fuel, and oxygen of the fire triangle to have a fire?
 - A. Electricity
 - B. Chain reaction
 - C. Pressure
 - D. Smoke
2. Under the IALA Buoyage Systems, a yellow buoy may mark _____.
 - A. fish net areas
 - B. spoil areas
 - C. military exercise zones
 - D. all of the above
3. 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
4. A Certificate of Inspection issued to a small passenger vessel describes _____.
 - A. the minimum fire extinguishing equipment, lifejackets, survival and rescue craft she must carry
 - B. the name of the managing operator
 - C. any special conditions or restrictions on her operation
 - D. All the above

Answers on p. 23. 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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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**, should there be changes between issues of *The Log*.

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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. B
2. D
3. A
4. D

