



October 2024

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2024 CALENDAR - in progress



October 17: CAPCA Female Captains meeting. 5:00 Eastport Yacht Club. Captain Vicki Saporta will be the host.

October 19: [Captain's License renewal - OUPV & Master up to 100-tons.](#) Registration **closes October 5 at 1159 p.m.**

October 28: (*in person at the Annapolis Elks Lodge and on Zoom*). CAPCA member Captain Bob Schwartz will present "[Occoquan River: Working Together to Keep the Waters Safe.](#)" See p. 10.

November 2, 2024: [CPR/AED and First Aid for Boaters](#), Selby Bay Yacht Club.

November 19, 2024: [Leadership for Captains](#), Elks Lodge, Annapolis. 12 are required to conduct this class. Please register now.

December 2, 2024: Fall Business Meeting for **Members Only**. Vote on slate of nominees for 2025.

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: Shutting Down and Staying Up



By Captain Tony Tommasello, CAPCA President

Well, it's that sad time of the year at this latitude when we see earlier sunsets and later sunrises. Fall is here and the recreational boating season is coming to an end. Owners are stocking up on antifreeze to winterize their boats and giving instructions to their marina on when to hoist their vessel out of the water and put it ashore for the winter.

Some are planning to head south as soon as the hurricane season ends, others may be keeping their boat in the water, and some remain as liveaboards during the cold winter months. It's truly a period of transition.

What will the fall and winter bring? It seems that the winter months don't come with the freezing temperatures they did many years ago. My memory recalls a year in the 1970s when the Bay froze over from the west to the eastern shore and one could literally walk across the Bay. Those days may be gone for the remainder of our lifetime. It's becoming questionable if bubblers are required to prevent ice forming around boats left in the slip over the winter.

Winter may be "off season" for most of us, while others continue offering delivery services during the fall and winter up and down the coast. There are also members who go south and provide captain services in the tropical latitudes. Then again, there may be lots to do right here during these times.

Learn about and provide input on changes to the Chesapeake Bay boating regulations being considered by the Department of Natural Resources. Go to https://dnr.maryland.gov/boating/Pages/regulations/changes_boating.aspx to see the proposals. Most of the current policies under review are related to speed zones and extending the 6-knot limit in several areas. DNR will appreciate hearing your perspective on these changes.

Recruiting new members is always appreciated by the Association. Our captains staffing the CAPCA booth at the Annapolis Powerboat and Sailboat shows will be conversing with those visiting our display to explain the advantages of obtaining a captain's license and joining our organization. You may be a standout at your marina. Perhaps you are one of the few who hold a captain's license and maybe the only one who is a CAPCA member. Explain to others why you sought your license, how the license has affected your boating perspective, why you joined CAPCA, and the impact your membership has on your life experience.

As we heard from our last CAPCA program, now is the time to plan for races and cruises. It seems it's never too early to prepare for a future race. Recruiting a crew, surveying the boat, setting a calendar of practice sails, ensuring the boat is ready to race when launched in the spring, and preparing a budget for predictable and unpredictable expenses are some of the issues to foresee and act on.

Planning a bareboat charter in the islands is a wonderful break from the winter doldrums. Where to go, from whom to lease, who to invite, what kind of vessel to charter, how much time is needed to visit the anchorages and marinas that attract your interest, and how to finance the lease are some of the questions to consider. Then, contact the charter company early enough to secure the dates and vessel you want and be prepared with a down payment.

Now that the NOAA is no longer printing navigational charts it's a good time to go online and practice making the chart(s) you will want in the coming season. The charts are up to date on the day they are ordered, so wait until the spring to download them. Learning how to make the one(s)

you want may take a bit of time and effort, so knowing ahead of time how to make them will be a big stress relief when the time comes to put in your order.

Communicating with the BOD is always welcomed by the Board members. Are there issues you'd like to bring to their attention and to the attention of the Association members? Do you have interest in serving on the Board? We nominate people for 2025 in October and vote on the slate at the Dec. 2nd business meeting. Nominate yourself or someone else (with their permission). We will post a list of upcoming vacancies in this newsletter. CAPCA is an entirely volunteer organization. Help serve our Association and the maritime public.

Though the recreational boating season is coming to a close, our minds are never far away from the water. The winter months will fly by and before we know it our boats call for the care and actions needed to splash in the spring.

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CAPCA 2025 Elections - Important!

These positions will be voted upon at the Fall Business meeting on Dec. 2.

Please nominate yourself or someone else with their permission.

Email nominations to secretary@capca.net

One year Term:

President	Tony Tomasello	vote to continue
Vice President	Hans Hoffman	vote to continue
Asst. VP	Davis Jones	vote to continue
Secretary	vacant	NEED NOMINATION
Treasurer	Carl Bart	vote to continue
Con Education Director	vacant	NEED NOMINATION
Jobs Program Director	may become vacant	NEED NOMINATION
Membership Director	Phil Gauthier	vote to continue
Webmaster	Dave Sire	vote to continue

NEW POSITIONS

Member at Large	NEED NOMINATION
Member at Large	NEED NOMINATION
Member at Large	NEED NOMINATION

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It's Sailboat Show Time – Please Volunteer!



The Annapolis Sailboat Show October 10-14 is almost here! We are excited to show off our organization, recruit new members and get jobs for our members. The Boat Show Committee has designed a booth that will attract those walking by. All that is needed is volunteers to staff the booth.

Members volunteering to staff the booth will have free entry for the day(s) they help. Our goal is to have two members at the booth for two shifts – 9:30 – 2:00 and 2:00 – 6:30. That comes

to 20 shifts for the Sailboat Show. A member of our Boat Show Committee will be at the show every day to set up and close the booth as well as help staff it. **Please consider coming out to help.**

Shift requests should be sent to Alan@SafetyInstituteOfMD.com.

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Hurricane Helene

Hurricane Helene has caused significant devastation in the southeastern U.S., impacting Florida, North Carolina, South Carolina, and Georgia. The hurricane brought intense winds, heavy rainfall, and flooding. This has led to widespread power outages and damage to homes and infrastructure across many coastal and inland communities.

Charity Navigator has curated a list of highly rated organizations that are providing immediate or long-term support to the victims of Hurricane Helene. The website lists many charities and has a direct donation button for each.

<https://www.charitynavigator.org/discover-charities/where-to-give/hurricane-helene-2024/>

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Coast Guard Foundation Activates Emergency Disaster Relief Program

August 15, 2024



The Coast Guard Foundation, a non-profit organization committed to strengthening the Coast Guard community and service by supporting members and families, announced that its emergency disaster relief program is providing vital assistance to Coast Guard members and their families impacted by Hurricanes Beryl and Helene, Tropical Storm Debby, and glacial flooding in Juneau, Alaska.

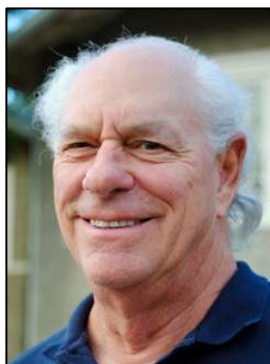
In response to these natural disasters, the Coast Guard Foundation has activated its emergency disaster relief program to provide immediate assistance to Coast Guard members who have been directly affected. The program offers a financial grant to help cover the costs of basic essentials, home repairs, replacement of household goods, temporary housing and emergency travel, and insurance deductibles.

To apply for assistance, visit coastguardfoundation.org/emergency-relief-grant.

To support the Coast Guard Foundation's emergency disaster relief program, visit coastguardfoundation.org/disaster-relief.

To learn more about the Coast Guard Foundation, or to help support its work, please visit www.coastguardfoundation.org or call (860) 535-0786

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Continuing Education 2024 Fall Classes

By Captain Alan Karpas

October 19: [Captain's License renewal - OUPV & Master up to 100-tons.](#)
Registration **closes October 5 at 1159 p.m.**

CPR/AED and First Aid for Boaters

November 2, 2024

Selby Bay Yacht Club

This CPR/AED and First Aid Course is designed especially for boaters. The program, taught by American Heart Association Certified Instructors who are all experienced boaters. Upon completion of the training, students will receive an American Heart Association Course Completion Card in CPR & First Aid. This certification card is accepted by the USCG for Captain's License requirements (First time applications will require additional course segments). The course certificate has a two-year expiration date.

The cost for the course is \$115 for CAPCA members and \$155 for nonmembers. **To register for the class contact Capt. Alan Karpas – Alan@SafetyInstituteOfMD.com**

Leadership for Captains

November 16, 2024

Elks Lodge, Annapolis

A minimum of 12 students is required to conduct this class. Please register now.

This workshop focuses on recognizing and utilizing your talents and tendencies to flourish as a captain. This program will be conducted by a professional leadership, team building and executive coaching consultant who has worked in over 150 private and public companies.

Here is what you can expect to learn and be able to do:

- ✓ Identify and use your personal strengths

- ✓ Gain insight into your style of interacting with others and know when and how to tap others with different talents to get the job done
- ✓ Look at the roles and responsibilities of the captain and crew and recognize where there could be overlap or things could fall through the cracks and how you can make a difference
- ✓ Experience the impact of team performance
- ✓ Become familiar with a variety of leadership styles and know when and how they can be most effective
- ✓ Apply what you learn to situations you face on the job or on your boat

A minimum of 12 students are needed to conduct this program. The cost for this program is \$190 for members and \$240 for nonmembers. Register for the class at our website:

<https://www.capca.net/classes>

FYI: Similar in-person leadership courses would cost around \$500/PP.

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Panel Summary September 23: “What Offshore Racing Can Teach Us”

By Captain Bob Thomson, CAPCA Programs Committee

With Moderator Cheryl Duvall and Captains Jayne Durden, Dave Tabor, and Lynn McClaskey:



In the short time I have been involved with CAPCA, monthly speakers, and facility tours have been a richly valuable learning experience, with topics ranging from history to maritime technology and infrastructure, the shipping industry, and just some good sea stories. This month’s program continued that trend with a panel discussion among three seasoned offshore skippers, sharing their experiences, tips, and lessons learned

from many thousands of miles of successful ocean racing. Our panelists collectively represent decades of sailing experience, including blue water voyaging, deliveries, teaching, single- and double-handed offshore sailing, and of course, competitive ocean racing.

The discussion was moderated by CAPCA Board member and Program Committee chair Captain Cheryl Duvall. The conversation opened with making preparations for long-distance ocean sailing. Unlike getting ready for a day charter or near-coastal delivery, our speakers emphasized the long lead time, up to a year, necessary for the planning, logistics, and preparatory



L to R: Cheryl Duvall, moderator; Jayne Durden, Dave Tabor, Lynn McClaskey

maintenance needed for an ocean race. While a delivery can be delayed due to weather or mechanical problems, when the starting gun goes off for a race, the boat and crew must be fully ready to proceed.

The next topic was selecting and leading crew members. The panelists shared experiences, both good and bad, that shaped their approach to this important consideration.

Grooming prospective crew on local races is a good way to gauge a person's abilities and tendencies and to flag any characteristics that may become a problem under stress in adverse conditions offshore. Frank, in-depth conversations with prospective crew members are a vital part of the selection process. Getting a medical history is important, as well as identifying any potential issues, such as risk of substance abuse.

The speakers made a point of the importance of monitoring both physical and mental health of crew at sea, particularly in adverse sailing conditions, and acting early to head off problems that may be developing, such as dehydration or seasickness. Along the same lines, the captain has a leadership responsibility to keep the crew motivated by setting a positive tone. The captain needs to decide how to allocate duties such as navigation, and also needs to clearly establish limits of authority for watch leaders. Experiences with managing sleep schedules for single-handed sailors were shared.

The conversation came back to preparation: captains need to think about the inventory of spare parts to carry on board, including items such as alternators and fuel injectors. Having such parts on hand if a failure occurs in a remote location may make the difference between a speedy repair and a lengthy wait for parts to be sent. Likewise, thought needs to be given to the adequacy of the medical kit for long durations away from help. The necessity of checking the steering gear before departure was noted, as steering failures at sea are not uncommon.

These highlights of a thought-provoking panel discussion should help any captain contemplating an offshore trip, whether racing, cruising, or delivery, with developing a comprehensive planning framework for a safe voyage. Captains are encouraged to view the video of the presentation on the [CAPCA YouTube channel](#) to learn from these exceptionally knowledgeable and capable seafarers.

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Program Director Report for September 2024



By Captain Cheryl Duvall

It's fall, and CAPCA has one more public program before we close out 2024. And we are delighted to offer our October 28 program in a hybrid format, meaning that you have a choice of attending in-person at the Annapolis Elks Lodge (2 Pythian Drive, Edgewater MD 21037), or attending virtually on Zoom.

As you may remember, we beta-tested the hybrid format six months ago at the Elks Lodge, and then worked over the summer to identify the right

combination of A/V equipment that would allow us to deliver a quality program. I'd like to give a special shout out to Hilary Howes, who masterminded, coordinated, and successfully executed our A/V capabilities at our September program, with assistance from Priscilla Travis, Dave Ohler, Bob Thomson, Dave Sire, and Dudley Whitney. Now we can confidently promote hybrid formats for upcoming programs whenever facility budgets and opportunities allow.

Some highlights from our **September 23rd** program:

- **Captains Jayne Durden, Dave Tabor, and Lynn McClaskey** shared their seafaring experiences during a panel discussion about **What Offshore Racing Can Teach Us**, moderated by Cheryl Duvall.
- **A summary of the program** can be found on page 7, above, and you can review a recording of it on our YouTube channel: <https://www.youtube.com/watch?v=Y3Xu5T-tNas>.
- **A total of 50 people attended:** 27 attendees at the Elks Lodge and 23 attendees on Zoom.
- We reinstated **CAPCA's 50/50 raffle**, thanks to Greg Pabst who volunteered to resume his pre-pandemic raffle sales role. Guest Carol Vaughn (wife of panelist Dave Tabor) had the winning ticket, and took home \$50, to which she quipped "that just paid for our dinner in the Elks bar!"
- **We had door prizes** for two lucky attendees: a small medical kit, and a book written by Captain Michael J. Dodd, *Suicide Run to Archangel*. Thanks to CAPCA members Cheryl Duvall and Mike Dodd for donating our door prizes.
- **About a dozen attendees arrived early to socialize and dine** prior to the program. We hope more of you take advantage of the Elks dining options for upcoming programs. Good food and beverages at very reasonable prices. Arrive as early as 5 pm!
- Thanks to CAPCA member **John Widmayer for being an Elks member** and signing us in.
- Thanks to program committee member **Dave Ohler for taking a few photos** during our September program. See below.



Looking Ahead: another hybrid program in October

Please mark your calendars for **Monday October 28**, 6:45 – 8:30 pm when CAPCA member **Bob Schwartz** will present **Occoquan River: Working Together to Keep the Waters Safe**.

Join us at the Elks Lodge or on Zoom to learn how stakeholders on the Occoquan River were invited to cooperatively solve a big problem: mixing "human-powered vessels" (HPVs, such as paddleboards and kayaks) with power boats that want to go fast, not always thinking about their

wake. For four years, CAPCA member Captain Bob Schwartz has been leading a cooperative approach on the Occoquan to keep the waters safe for all types of vessels. His story is inspirational and serves as a model for how to bring together various stakeholders, including boaters, USCG, DNR, Fire, Police, county officials, and CG Auxiliary, to collectively discuss and solve safety challenges.

And remember to arrive early on October 28 to network and dine in the Elks bar.

Additionally, CAPCA member Michael Dodd will be staffing a table in the hallway to promote his new book *Suicide Run to Archangel*, a World War II novel based on a true story.

About those door prizes: if you know of a local vendor who would be interested in donating a door prize that captains would appreciate, please email programs@capca.net.

The Fall Business Meeting (Dec. 2) is a members-only meeting.

Remember, CAPCA programs are free and open to the public, so please invite your friends and work colleagues to join us, either at the Elks or via Zoom!



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Jobs Program Report for September 2024

By Captain Rob Young, Jobs Program Director



9 Jobs Listed
3 Known Filled (33%)
4 x Delivery
1 x Instruction
2 x Charter & Instruction
1 x Full time Captain
1 x Power & Sail, 8 Sail

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CAPCA Female Captains Meeting Report for September

By Captain Erin Manor

On September 9th, Julianne Fettus took a few women out on *SV Bennu* for a beautiful evening of sailing. We sailed down the Severn with some nice gentle winds. It was a small group that included Julianne Fettus, Laura Lee Olsen, Vicki Saporta, Erin Manor, and Ballast.



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“Ahoy” from Your Membership Director



By Captain Phil Gauthier, Membership Director

Current active membership stands at 320. 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!

Captains, two notices as noted below have been sent out to those that are listed with expired Merchant Mariner Credentials, (MMC). Please follow through and update your profile with your new MMC Expiration date and upload a copy of your new MMC or Letter of Continuity.

In accordance with the bylaws of the Chesapeake Area Professional Captains Association, (CAPCA) you must maintain a current Merchant Mariner Credential, (MMC) or Coast Guard Document of Continuity. The bylaws also allow members to remain active if their license expiration is within the renewal grace period prescribed by the Coast Guard. **The Coast Guard recently announced a temporary extension of the one-year grace period to six years.** Since you are in this grace period, your membership remains active. As stated in the Coast Guard announcement, “the administrative grace period does not extend the validity of an MMC and a mariner may not sail under the authority of an expired credential.” **If you have renewed your license, please log on to the CAPAC members page to update your license expiration date and upload a copy of your current license.**

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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ABYC Happenings

By Captain John Wesley Nash
ABYC Coordinator



ABYC Free Webinar Understanding and Mitigating Marine Corrosion

We have all seen it. Paint over metal parts blistering, a white powdery substance, and sometimes metal parts being pitted or eaten away. Why does it happen more to vessels based in Florida than vessels based in Maine. Or vessels based in Baltimore versus vessels based in Norfolk? Why vessels based anywhere can experience differences between various marinas.

Those are all forms of marine corrosion. A subject seldom understood in depth, both in cause and prevention. Many of us don't know or understand there are many different types of marine corrosion, including Simple Corrosion, Galvanic Corrosion, Electrolytic Corrosion, and Crevice Corrosion. Each have different causes and prevention.

There's an upcoming opportunity for CAPCA members to become more educated in the subject of marine corrosion. On October 23 from 1:00pm to 2:00pm, ABYC will present a free webinar named *Understanding and Mitigating Marine Corrosion*. ABYC Lead Instructor Mike Bonicker and representatives from CMP (Chugoku Marine Paints, Ltd.) will provide a comprehensive overview

of marine corrosion types, their causes, and effective prevention techniques. This webinar will focus on ABYC standards for grounding, bonding, anode materials, and the galvanic series of metals. Attendees will learn best practices for selecting materials, identifying signs of corrosion, and managing refit scenarios.

Key topics for *Understanding and Mitigating Marine Corrosion* webinar includes:

- What is galvanic corrosion?
- Signs of overprotection and under protection
- How anodes work
- Cathodic bonding vs. grounding and best practices
- Selecting the right anode
- Testing tools for corrosion surveys
- Performing bonding checks out of the water
- Conducting simple cathodic protection tests in the water

The webinar is free. Pre-registration is required on the [ABYC website](#). The webinar will be presented via Zoom. Access information will be emailed one week prior to the webinar date.



To access the members-only side of the [ABYC website](#) you need the latest 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.

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Safety Snapshot: CPR Masks Offer Inexpensive Protection



**Provided by Alan Karpas
Safety Coordinator**

Members of the public may be concerned about the risk of becoming infected with COVID-19 or another disease if they perform

CPR.

Always use a CPR mask. Keep a pocket mask in your boat, car, and home.



The American Red Cross is one of many online sources for CPR masks:
<https://www.redcross.org/store/training-supplies/cpr-masks-and-face-shields>.

Masks are also available at many local stores and pharmacies.

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Renewing your 100T Master License

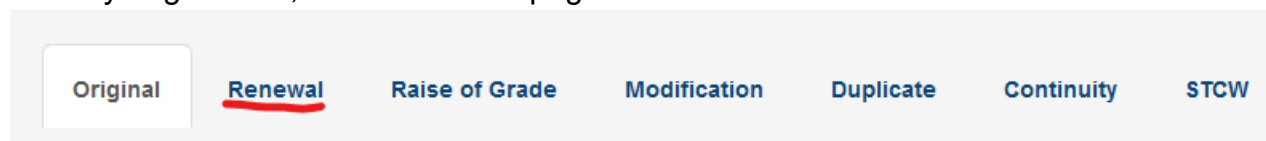
By CAPCA Member Patrick Stadt

The following is intended to help those approaching license renewal time - although this is my second renewal, it was an eye opener for what is required and how long it really takes. It is aimed at those not being able to take advantage of CAPCA's offered courses renewal, as was my case.

My credential ran out on 17 June 2024. I made note of this last winter while living in Florida and decided to dedicate my springtime to boning up on Rules of the Road and test questions. I arrived in Annapolis (our summer residence) in late April and began renewal preps right away naively thinking 17 June was a good way away.

The U.S. Coast Guard's National Maritime Center is the source for what is required for license packages; however, it takes a bit of hunting to get a complete listing of what forms/test/qualifications are required, even though they provide a checklist for doing so. This link takes you to the starting page: https://www.dco.uscg.mil/nmc/merchant_mariner_credential/

When you get there, scroll down the page and select the "Renewal" tab.



The first item that appears is a link to "Checklist Page" - clicking that takes you to a list of links that correspond to the license you are renewing. For me, it was "National Master 100NC" and selecting this takes you to a printable pdf with a listing of everything that's required.

Medical Certificate was the first pertinent item for me. Mine was expired, requiring a physical and completion of FORM-719K (Application for Medical Certificate). I had just heard on the news that morning that people were struggling to get seen by their primary care physicians for even serious issues and not having a primary care physician in Maryland I was thinking that 17 June was now approaching much faster. After asking local friends for a doctor recommendation and then doing some online research, I was relieved to learn that CVS provides physicals and will complete the FORM -719K for your submissionat a much lower cost than my primary care doc would have charged...less than \$100.

Do yourself a favor before leaving the physical and check the form twice for complete answers - my doc checked all the approval areas for the individual tests, signed it, stamped it and certified it, but missed a little check box on the overall assessment question (and I did, too). 45 days after submitting

my entire package I called NMC to ask about progress and was told I needed to resubmit my 719K due to incompleteness and that an email had been sent to me alerting me to this fact. Glad I called them, because I never received that email. By the way, you must submit this particular form by emailing the completed scanned form to MEDAIP@uscg.mil - this is separate from the license application package you submit.

Drug Testing was the next item on the list. I remember doing a drug test for the previous renewal but couldn't remember the exact test/panel number so after much research, confirmed that it was the five panel test (Marijuana, Cocaine, Amphetamines, Opiates and PCP). I set the test up and pre-purchased it through an online service, which directed me to a Quest Lab. I went to the Quest lab and found out I could have walked in, asked for the test and paid \$10 less for it. Additionally, Quest fills out the necessary FORM CG-719P (partially), has the MD that did the analysis sign it and they return it to you via email. You must enter your Reference Number and SSN and a date when you receive it before including it in your renewal package.

Mariner Fees are the next item on the list and this is straight forward. Go to pay.gov and after some browsing find the correct link is <https://www.pay.gov/public/form/start/4795779>, which is "USCG Merchant Mariner User Fee Payment." Follow the prompts and select the necessary options (Officer Renewal at this writing was \$50). You'll have to come back to this site later after receiving your approval of application or approval to test notification to pay for exam, issuance or other fees, so might want to bookmark it. Save a scan of the receipt when you get it - it's required with your package submittal.

Documentation of Sea Service is the next item on the list and this is where it got a little daunting for me. Since I didn't have the sea service required for this renewal, I was going to have to take an open book exam on Rules of the Road and one on 100T Master items, which covers a lot of territory. Once I felt confident in my NavRules studying, I searched for study aids for the 100T Master portion and found good resources on NMC's site that were aimed at my level - https://www.dco.uscg.mil/nmc/exams/deck_officer/ and even more at the National Seafarer's Academy site - <https://www.natsea.com/questions/>. There are also "for a fee" websites that offer sample tests that are good to look around in - some even offer free trial subscriptions for a month.

In between study periods I arranged **First Aid/CPR certification classes**. I found a local company on the internet and was able to get this done within the week of scheduling it. I recommend to just do a web search for this class - it's offered by several different vendors certified by the Red Cross.

Although it is not on their checklist, NMC's renewal site directs you to include a scan of your TWIC in your application package (or provide an exemption letter).

So, complete all those items, assemble your application package (which includes all the mentioned items above plus the pay.gov receipt for the application fee) to MMCAApplications@uscg.mil.

Then, be ultra patient. I was out of the country when my approval to test notification finally came in (of course I was!) but I was ready to test a couple of days after returning. I took the required exam modules (Rules of the Road and Master LT100 GRT) and emailed the answer sheets together. I was notified the next day that I had passed and my credential would be sent . . . in another 21 days.

So how long did it take? I submitted my package via email on 05/02/24 - I received approval to test on 08/13/24, more than three months later! If you can't live with a lapse in your license, I highly recommend submitting your renewal application package no less than four months in advance of expiration. This means starting the process (physical, drug testing, First Aid, etc.) even sooner. Mark your calendars now!

Other very useful links for study/prep:

Annex V, Marpol

<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/CG-CVC/Marpol/annexfive.pdf>

Chart 1: <https://www.nauticalcharts.noaa.gov/publications/docs/us-chart-1/ChartNo1.pdf>

46 CFR Chapter I Subchapter T -- Small Passenger Vessels (Under 100 Gross

Tons) <https://www.ecfr.gov/current/title-46/chapter-I/subchapter-T>

ED. REMINDER NOTE: CAPCA's Captains License Renewal course satisfies the professional requirement of attending an approved training course in lieu of the 360-sea day requirement as outlined in 46 CFR Part 10.227 (Requirements for Renewal). This renewal class will be used for renewal of an MMC from Operator Uninspected Passenger Vessels (OUPV) up to 100-Ton Master for both Inland/Near Coastal waters. CAPCA also offers First Aid/CPR classes that satisfy the licensing requirement. These classes are open to the public.

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NWS Proposes to Change Wave Height to Meters in High Seas Forecasts

The National Weather Service is soliciting comments on a proposal to change wave height analyses and forecasts from "feet" to "meters" for the High Seas text forecasts and the marine graphics (radiofax and internet). Note that this proposed change is ONLY for the High Seas products, NOT the Coastal Waters (within 60 nautical miles of the coast) or the Offshore Zone Waters.

Here's the [Public Information Statement](#). Here's where [you can provide comments](#), or you can simply email me your feedback.

Sincerely,

Chris Landsea

Chris Landsea [He/Him]
Chief, Tropical Analysis and Forecast Branch
NOAA/NWS/NCEP/National Hurricane Center
11691 S.W. 17th Street
Miami, Florida 33165

Chris.Landsea@noaa.gov P: 305-229-4446

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M/V *Dali* Owner Sued over Key Bridge Collision

By Meg Walburn Viviano, *Chesapeake Bay Magazine*

September 23, 2024

“As the public continues to wonder what exactly caused the M/V *Dali* to strike the Key Bridge, taking six lives and changing our transportation history forever, the U.S. Justice Department and Maryland Attorney General Anthony Brown put the blame squarely on negligent actions by the ship’s operators.

Both the state and the federal government have filed lawsuits in response to the *Dali* owners asking that their liability be limited to \$44 million, the value of the ship. The Justice Department puts the damages at [\\$100 million](#). The state’s [may be much higher](#), taking into account the cost of rebuilding the bridge along with local and state economic impact, tax revenue loss and toll revenue loss.

Both civil claims were filed against Grace Ocean Private Limited and Synergy Marine Private Limited, the Singaporean corporations that owned and operated the container ship.”

Read the complete article [HERE](#).

RELATED PROGRAM at the Maryland Center for History and Culture

October 16, 2024 – 6pm to 7pm

[Virtual Panel—The Francis Scott Key Bridge, *Dali*, and Maritime Law](#)

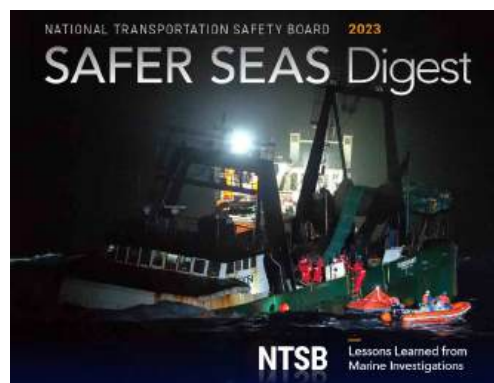
Click on the above link to register.

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NTSB Safer Seas Digest 2023

“This report covers 31 investigations completed by the NTSB Office of Marine Safety in 2023.

It contains lessons learned that can help prevent harm to property and the environment, both of which occurred following the release of 588 barrels of crude oil into San Pedro Bay. The cause? An anchor strike on an underwater pipeline 8 months earlier. The NTSB called on the Coast



Guard to restructure federal anchorages in San Pedro Bay, among other measures, in the wake of this disaster.

Some investigations followed events that threatened the lives of passengers and crew. The *Spirit of Norfolk* engine room fire is one such investigation; thankfully, all 108 people on board evacuated safely. We determined that the lack of an engine room fire-detection system delayed detection and allowed the fire to grow, burning for 4 days before it was extinguished. As such, we recommended the closure of regulatory loopholes that allow some small passenger vessels—like the *Spirit of Norfolk*—to operate without engine room fire-detection systems.

The most sobering investigations we conduct involve the loss of human life. In 2023, we completed our investigation of the fatal collision between the Coast Guard cutter *Winslow Griesser* and the center-console boat *Desakata*, which took the life of one *Desakata* crewmember and seriously injured the other. We found that neither vessel's crew maintained a proper lookout, and we issued a Safety Alert encouraging small-vessel operators to improve their vessels' detectability.

While each marine casualty is unique, there are some commonalities among the cases outlined in this digest. Our investigators identified the following broad safety risks and challenges:

- Small vessel detection
- Effective communication, including the proper reporting of chart changes and hazards
- Proactive equipment inspection
- Timely hull maintenance and repair
- Proper maintenance and repair of equipment and machinery
- Fatigue
- Anticipation of fire hazards, including those presented by lithium-ion batteries
- Firefighting training
- Effective watchkeeping
- Nonoperational cell phone use
- Lack of appropriate planning
- Excessive speed during bow-to-bow harbor-assist operations
- Reporting potential anchor strikes

The Coast Guard is integral to all NTSB marine investigations. Our relationship with them is a shining example of government collaboration focused on saving lives and improving safety. My sincerest thanks go out to every one of the men and women of the Coast Guard who assisted us.

The NTSB will advocate tirelessly for our safety recommendations because we know from our investigations what's at stake. Our work teaches us how fragile and precious life is."

Jennifer Homendy
NTSB chair

Read the interesting 92-page report [HERE](#).

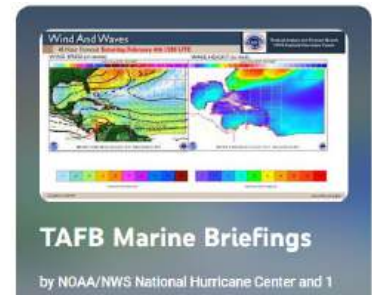
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Tropical Atlantic Weather Briefings on YouTube

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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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.

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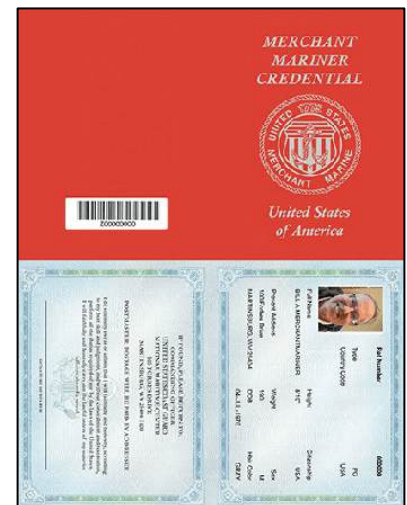
U.S. Coast Guard Changes MMC Format

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](#).”

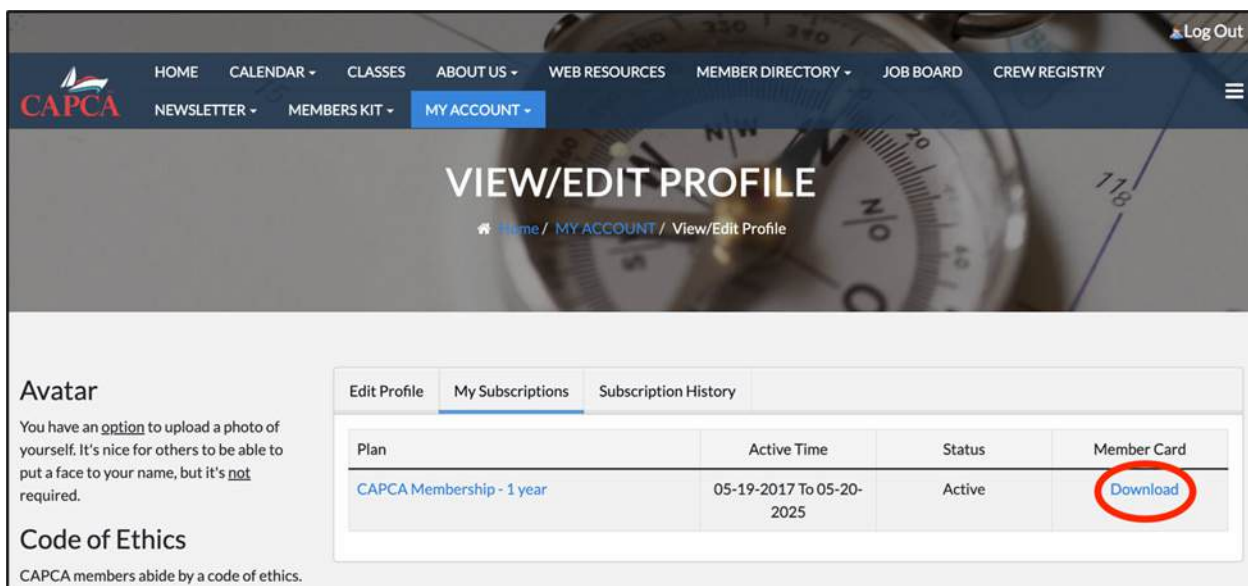
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Print Your Membership Card

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.



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.

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

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Your Nautical Knowledge Quiz

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

1. Every vessel should at all times proceed at a "safe speed". "Safe speed" is defined as that speed where _____.
 - A. you can stop within your visibility range
 - B. you can take proper and effective action to avoid collision
 - C. you are traveling slower than surrounding vessels
 - D. no wake comes from your vessel
2. The Coast Guard determines how many passengers are permitted on a "T-Boat" by applying the _____.
 - A. "Length of Rail" criteria, allowing 30 inches of rail space along the vessel's sides and transom for each passenger
 - B. "Deck Area" criteria that permits one passenger for every 10 square feet of deck space available for passenger use
 - C. "Fixed Seating" criteria that allocates 18 inches of space for each passenger to rest his/her buttocks upon
 - D. Any or a combination of the above criteria
3. The 'preface word' used for the safety of navigation transmissions is _____.
 - A. Mayday
 - B. Pan-pan
 - C. Sécurité
 - D. Safety
4. When fighting a fire in an enclosed space, the hose team should crouch as low as possible to _____.
 - A. protect themselves from smoke
 - B. obtain the best available air
 - C. allow the heat and steam to pass overhead
 - D. All of the above

Answers on p. 26. No peeking!

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Website Spotlight: Licensing - Merchant Mariner Credentials

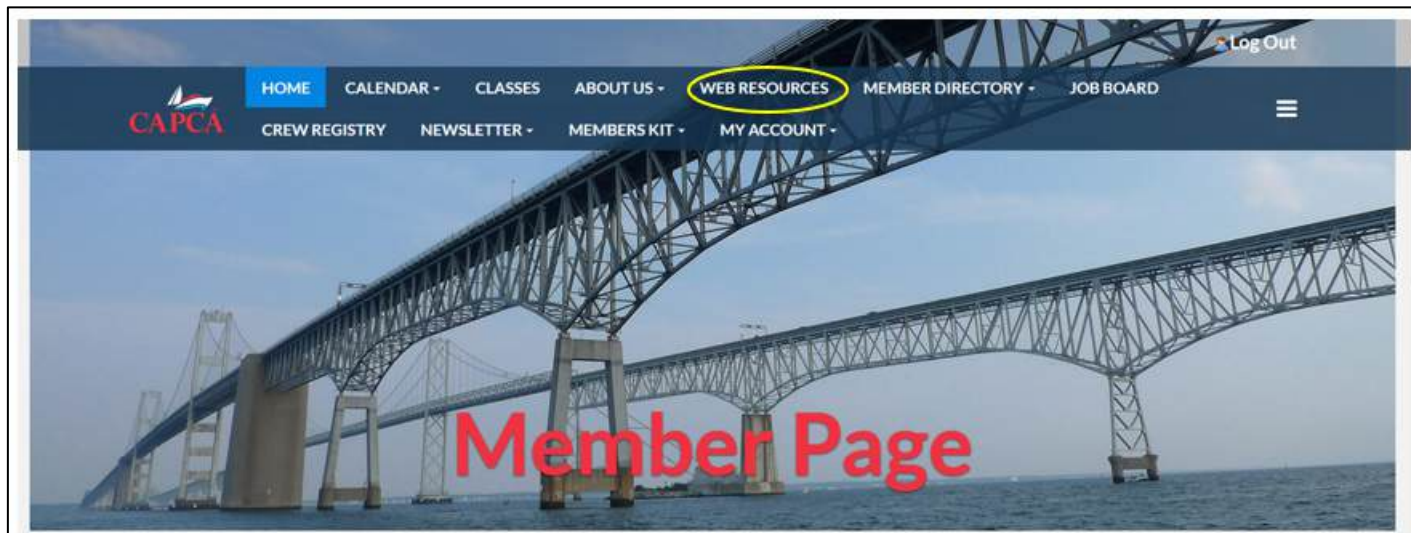


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

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

- [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](#)

Each of the underlined titles is a clickable link. 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.

Also, 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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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.

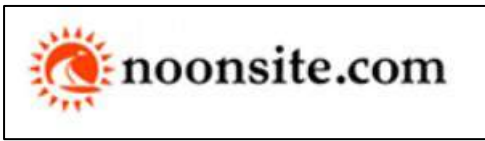
Bruce Johnson, Division Chief, Youth Programs (DVC-SY)

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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Answers to the Nautical Quiz

1. B
2. D
3. C
4. D

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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. It's Fall.

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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Current CAPCA Board and Assistants

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

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Bylaws Review
Boat Shows
Programs and Events
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Priscilla Travis, Dave Sire, Alan Karpas
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Bob Thomson, Dave Ohler
Cheryl Duvall, Hilary Howes

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 Log Staff

EDITOR
ABYC HAPPENINGS
MEET THE CAPTAIN EDITOR
SAFETY SNAPSHOT
SPEAKER and EVENT SUMMARIES

Priscilla Travis
John Wesley Nash
Cheryl Duvall
Alan Karpas
Bob Thomson

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

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