



April 2025

[Click the blue “back to top” link at end of each article to return to the TOC](#)

Table of Contents Links

View from the Helm: “Here Comes the Sun” (The Beatles)2

The Spring Boat Shows Need Volunteers.....3

Two NOAA Weather Product Updates.....3

Key Bridge Articles March 2025.....4

Compass Eye Smartphone App.....4

USCG Response to Potomac River Plane Crash5

CAPCA Female Captains’ Gathering Report – March 245

Speaker Summary: Captain Elizabeth Christman, “Piloting Ships between the C&D Canal and Cape Henry”6

Program Director Report for April 2025.....7

Event Summary: March 19 Tour of SS *John W. Brown* and NS *Savannah*9

Meet the Captain: Alex “Wolf” Zahl10

Jobs Program Report for March 2025.....11

Compass Eye Smartphone App.....11

“Ahoy” from Your Membership Director12

ABYC Happenings.....12

Reminder: CAPCA Has a YouTube Channel.....14

Coast Guard Foundation Activates Emergency Disaster Relief Program14

Print Your Membership Card15

Your Nautical Knowledge Quiz15

Website Spotlight: Navigation Resources.....16

USCG New Online “Launch and Recovery” Charting App.....17

Busy People Volunteer: What Are You Doing?.....18

The Speakers Bureau is Now Self-Service for Members and Clients19

The CAPCA Mentoring Program Is Now Self-Service.....19

Uninspected Passenger Vessel Exams20

Worldwide Port Information.....20

UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION21

CAPCA’s Crew Registry Program.....21

Visit the Ships Store. Spring is Here.22

Current CAPCA Board and Assistants.....23

The Log Staff24

[back to top](#)

2025 CALENDAR - in progress



April 28 Meeting: 6:45-8:30 p.m. Speaker: David Gendell: "[Thomas Point Shoal Lighthouse: A Chesapeake Bay Icon.](#)" On Zoom.

May 19 Meeting: 6:45-8:30 p.m. Speaker: Dr. Bill White: [Medical Challenges at Sea](#)

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.

[back to top](#)

View from the Helm: "Here Comes the Sun" (The Beatles)



By Captain Tony Tommasello, CAPCA President

Spring has finally arrived. As the song says: "It's been a long, cold ... winter." Even the groundhog was right this year. On February 2nd, Punxsutawney Phil did see his shadow, which meant we were in for six more weeks of winter. Phil's record of accuracy since the first prediction in 1887 isn't so good. Based on NOAA records, Phil's prediction has been right 37% of the time. Of the many groundhogs that make predictions, Staten Island Chuck tops the list at 85% accuracy.

Now spring is in the air. However, due to the persistent cold, rain, and cloudy conditions many boats remain on the hard with their protective covers still in place. The last week in March may finally bring more sunshine and warmth. I expect the boatyards to be filled with owners taking advantage of the spring weather to prepare their vessels for launch.

Boat shows promise to be a terrific opportunity to spread the word about our organization, to expand our membership, and increase our job board postings. Again this year we will have a booth at the spring Bay Bridge boat show and the Annapolis Sailboat show. We will also be at the fall boat shows. This year we will increase our impact by having members roam through the shows visiting vendors to explain CAPCA and the services our captains provide. After all, new boat owners may require delivery of their purchase to a home port and perhaps hire instruction on maneuvering and docking the new vessel efficiently and safely.

Our March program at the Elks Lodge was a good lesson in ship traffic on Chesapeake Bay. Captain Christman gave us her insight based on over 30 years operating as a bay pilot. As an ASA instructor,

I conduct classes out of Horn Point Marina and most of our sailing is in the bay east of Annapolis harbor. Depending on the wind, we make for either the Bay Bridge or the Thomas Point lighthouse. When ships are anchored, the students are impressed with the size of the ships as we sail up to them. When ships are moving in the channel, I point out that their size makes them appear to be moving more slowly than their actual speed. Captain Christman confirmed that they are making up to 18 knots as they approach the bridge. One would appreciate the way being made by a small boat moving at that speed.

As the new season gets underway, let's all be good examples to other boaters and show them the desirability of securing a captain's license. They will then be better with their vessel and more protective of those on their boats. I wish everyone a safe, pleasant, lucrative and profitable boating season.

I remind everyone that we need volunteers to staff the boat show booths. Contact Alan Karpas.[see story below]. Also, we will be doing a presentation at the Bay Bridge Boat show; Friday, April 11, 2025 at 1400 hours.

[back to top](#)

The Spring Boat Shows Need Volunteers

By Captain Alan Karpas, Boat Show Chairman

It is the beginning of boating season and we are starting it with two great boat shows. CAPCA will be having a both the Bay Bridge Boat Show April 11–13 and the Annapolis Spring Sailboat Show April 25–27.

Besides promoting CAPCA membership and jobs for our members at our booth, we will be marketing CAPCA to the various vendors at the show. Our volunteers will visit show vendors and provide a description of what we do and how we can provide licensed captains for deliveries, training, water taxis, etc.

The schools may have captains on their staff who are not CAPCA members and who are good candidates for membership. We still have openings for booth staff as well as marketing volunteers. Please let me know if you are available to help.

Members volunteering to staff the booth will have free entry for the day(s) they help.

We will have two shifts for each day of each show: 10:00 – 14:00 and 14:00 – 18:00.

Members, please email Alan@SafetyInstituteOfMD.com to request your shift.

[back to top](#)

Two NOAA Weather Product Updates

- **NOAA Ocean Hazards Outlook for Week-2 (Experimental)**

The National Weather Service/Ocean Prediction Center has announced (March 2025) an experimental route planning tool for the Atlantic and Pacific oceans.

<https://ocean.weather.gov/week2/>

This link will take mariners to a wind/wave probability forecast with a two-week lead time. There will be "three different wind thresholds: 34 (Gale), 48 (Storm), and 64 (Hurricane-force) kt and four different seas thresholds: 4, 6, 9, and 14 m (12, 20, 30, and 45 ft)."

The Ocean Prediction Center invites feedback on the use of this tool. Fill out the form at

<https://ocean.weather.gov/survey-week2/>

- **Discontinuation of the Unified Surface Analysis**

The National Weather Service is soliciting public comments through April 20, 2025 on the proposed discontinuation of the Unified Surface Analysis:

https://www.weather.gov/media/notification/pdf_2025/pns25-19Unified_SurfaceAnalysis.pdf

Send comments directly to marine.weather@noaa.gov by April 20th.

[back to top](#)

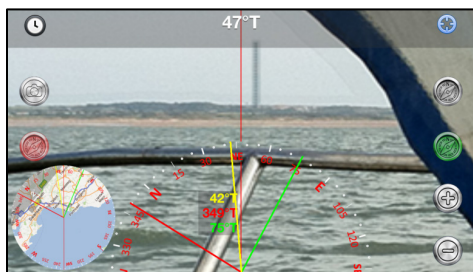
Key Bridge Articles March 2025

Here are two articles from Chesapeake Bay Magazine:

<https://www.chesapeakebaymagazine.com/key-bridge-collapse-victims-responders-honored-on-solemn-anniversary/>

<https://www.chesapeakebaymagazine.com/ntsb-johns-hopkins-engineers-call-for-ship-strike-evaluations-on-vulnerable-bay-bridge/>

Compass Eye Smartphone App



Want to take compass bearings with your iPhone or Android device? Want a compass that doesn't change its reading when the boat rocks?

Compass Eye is designed to help navigate at sea and can be used much like a pair of Compass Binoculars.

<https://pocketmariner.com/mobile-apps/compass-eye/>

[back to top](#)

USCG Response to Potomac River Plane Crash



USCG Press Release, Washington

"On the evening of January 29, while most of the city slept, hundreds of Coast Guardsmen from across the East Coast deployed to the Potomac River, ready to face the unimaginable.

Crew members launched from Coast Guard Station Washington and arrived at the freezing river as a commercial jet and Army helicopter lay shattered.

For those directing first responders from the command center at Sector Maryland – National Capital Region, managing the unimaginable is a part of the job.

By 5 a.m., Station Philadelphia was traveling over 100 miles to Washington in support of the mission. At dawn, response boat crews from Stations Curtis Bay, Annapolis, Oxford, Crisfield and Coast Guard Cutter Sailfish were on scene.

In a unified effort, 278 Coast Guard service members and Auxiliarists from 33 units across the East Coast responded to the incident with an urgent mission—search, recover, and bring closure to a nation reeling from disaster.

Within hours after the incident, Sector Maryland – National Capital Region and subordinate commands stood up an Incident Management Team (IMT) at Station Washington to coordinate the mission and streamline real-time communications."

Read the complete press release [HERE](#).

[back to top](#)

CAPCA Female Captains' Gathering Report – March 24

By Captain Erin Manor

A big thank you to everyone who joined us at the Elks Lodge on Monday evening! It was wonderful to see such a great turnout in support of Captain Elizabeth (Beth) Christman and to celebrate Women's Awareness Month together.

We appreciated Captain Beth sharing her insights and experiences—it was both inspiring and a reminder of the incredible women leading the way in our industry. Your presence and participation made the evening a success, and it was a pleasure to connect, network, and enjoy some lively conversation.

A special thank you to Vicki Saporta and Cheryl Duvall for helping to organize and to everyone who continues to make these gatherings meaningful. We have captured a photo this time!



We're already looking forward to our next gathering, which will be April 29 at Eastport Yacht Club beginning at 5:30. There will be no food available but drinks will be poured. Until then, thank you again for being an awesome member of CAPCA

[back to top](#)

Speaker Summary: Captain Elizabeth Christman, “Piloting Ships between the C&D Canal and Cape Henry”



By Captain Bob Thomson, CAPCA Secretary

A familiar sight on the Chesapeake is a variety of large ships transiting up and down the Bay, or sometimes anchored, waiting for a berth. These can include bulk carriers, container ships, car carriers, cruise ships, and military vessels, sometimes even submarines. CAPCA was pleased to welcome Captain Elizabeth Christman to speak to our members and guests again, after her last talk four years ago. With March being Women’s Awareness month, the Women of CAPCA had a unique opportunity to meet and talk with our guest before the program to glean insights about

working as a female professional mariner. Captain Christman is one of three female Maryland pilots, while there are over thirty female pilots nationwide.

Capt. Christman, a graduate of the State University of New York Maritime College and holding an Unlimited Master license, is nearing thirty years of pilotage service, following nine years of sailing merchant vessels. The Chesapeake Bay is the largest pilotage area in the United States, with routes covering two hundred nautical miles from the Virginia Capes to the Chesapeake and Delaware Canal. Beth is not only a seasoned Bay pilot but has also had leadership roles in the Association of Maryland Pilots and the Maryland Board of Pilots. She provided interesting perspectives on pilotage duty on the bridge of a ship, and also of the extensive infrastructure and logistics behind the scenes. There are sixty-eight pilots working in the Association of Maryland Pilots, plus ten pilots in training. (There are also pilots’ associations in the adjacent waters of Virginia and Delaware.) While licensed

pilots are the most visible part of this essential maritime function, the organization also includes seven pilot stations, launch (pilot boat) operators and crews, dispatchers, drivers, and office staff.

Our speaker described the training required to become a pilot. After being selected for training by the pilots' association, the candidate serves for two years as an apprentice pilot, accumulating experience, memorizing the charts of the waterways, and then passing a rigorous exam. The next phase is serving as a junior pilot for three years, taking assignments on vessels of progressively increasing drafts, then finally becoming an unlimited pilot.

Among the topics in the question-and-answer period was how to best handle the interaction between recreational boats and merchant vessels, especially when competitive racing fleets are approaching a ship. Capt. Beth noted that the best practice is for boaters to keep well clear to not necessitate any radio communication with the ship, but to call on VHF channel 13 if you really need to clarify your intentions. Beth said, "I'll call you if I'm worried about you, and if I'm really worried about you, you'll hear my whistle." She also reminded the audience of the blind spot that can extend far ahead of a ship's bridge and the danger of not being seen.

A sailors' gathering is never complete without a good sea story or two. Captain Christman shared an experience early in her career, piloting an inbound ship in sustained winds of eighty knots. This transit was successfully accomplished in conditions that were the worst in anyone's memory; a testament to the extraordinary maritime skills, training, and preparation that contribute to the safe movement of millions of tons of cargo up and down the bay every year.

You can watch the video of the presentation on [the CAPCA YouTube channel](#).

[back to top](#)

Program Director Report for April 2025



By Captain Cheryl Duvall

It was a busy March for CAPCA!

On Wednesday March 19, from 9 am – 3 pm, thirty-two CAPCA members and their guests enjoyed a unique opportunity to tour two historic ships in Baltimore: **SS John W. Brown** and **NS Savannah**. See the summary and photos on page 9, provided by Bob Thomson.

Then on Monday evening, March 24, Captain Elizabeth Christman addressed a total of 64 attendees, describing her decades of experience **Piloting ships between the C&D Canal and Cape Henry**. We had 36 attendees at the Elks Lodge and 28 on Zoom. If you missed it, or want to refresh your memory, you may watch it on our [YouTube channel](#), and read a summary on page 6, written by Bob Thomson.

This well-attended event was capped by a drawing of yet another door prize generously donated by **Oasis Lighthouse Point Marina in Baltimore**. Everyone who attended in-person at the Elks

received a blue ticket that entered them into a drawing for a valuable door prize. Joel Schlossberg said a few words about the newly renovated marina and soon-to-open Pusser's restaurant before our speaker drew the winning ticket. Joel happily awarded the "boater's bag with one-night complimentary voucher" to **Greg Pabst!** Earlier that evening, Greg had promoted our 50/50 raffle, always a fun and popular highlight.



Coming up in April and May

Program: April 28, 6:45-8:30 pm, via Zoom: Thomas Point Shoal Lighthouse: A Chesapeake Bay Icon

Join Annapolis sailor and author **David Gendell** as he unpacks the story of the historic Thomas Point Shoal Lighthouse. The beloved screwpile-style lighthouse at Annapolis celebrates its 150th birthday this year and has been remarkably preserved. David wrote the first and only book specifically devoted to the lighthouse, *Thomas Point Shoal Lighthouse: A Chesapeake Bay Icon*, published in 2020. His presentation is packed with images, maps, and history, including a 2020 lighthouse visit with Jimmy Buffett!

Note: CAPCA members will have an opportunity to tour the Thomas Point Shoal Lighthouse on Wed June 11, from 9-noon, at a cost of \$90. Stay tuned for more details in the coming weeks.

Program: May 19, 6:45-8:30 pm, via Zoom: Medical Challenges at Sea, with Dr. Bill White.

Captains need to be prepared for various medical challenges at sea, ranging from minor injuries to full-blown emergencies. Even a small cut on a finger or toe can become a liability if not properly treated. Other common occurrences on the water, such as heat exhaustion and hypothermia, can quickly escalate to life-threatening emergencies if timely action is not taken. Dr. Bill White, a retired emergency physician and avid sailor, will provide medical recommendations for captains and share relevant stories based on decades of experience on and off the water. Bill recently delivered similar subject matter for MTAM Safety at Sea seminars and is tailoring the content for CAPCA, focusing on charter and delivery captains as well as bay cruising and offshore sailing. He will also review what it means to be a medical officer and how to prepare for extended voyages from a medical perspective.

Big thanks to Program Committee members Captains Bob Thomson, Hilary Howes, and Dave Ohler who help to make these programs and tours possible.

[back to top](#)

Event Summary: March 19 Tour of *SS John W. Brown* and *NS Savannah*

By Captain Bob Thomson, CAPCA Secretary

Approximately thirty-two CAPCA members and their guests had a rare opportunity to visit two historic merchant vessels moored at the Canton Terminal in Baltimore. While the *SS John W. Brown* is regularly open for dockside tours and even offers some underway experiences each year, public access to the *NS Savannah* is much more limited.

Entering service just twenty years apart, both ships represented significant changes in design thinking in their time, based on the circumstances of the day. “Liberty Ships” such as the *Brown* were intended to be built exceptionally quickly, with such low construction and operating costs that they were considered to be expendable in the course of war. The *Savannah* was built to demonstrate and test the practicality and safety of nuclear-powered vessels in commercial service.

While both ships are “steamers,” with the propeller shafts driven by turbines, the Steam Ship *John W. Brown* produced steam with traditional oil-fired boilers, while the Nuclear Ship *Savannah* used the heat of nuclear fission to boil water in a steam generator. The *Brown* was built at Baltimore’s Bethlehem-Fairfield shipyard in a total of fifty-four days.

Of 2,710 Liberty Ships built, 200 were lost in the war, and only two are still operational today. In service for ten years, the *Savannah* could carry sixty passengers, in addition to her primary usage as a cargo vessel. The *Savannah*’s sweeping streamlined profile and “atomic age” interior decor contrasts sharply with the *Brown*’s bulky, utilitarian look.



A take-away impression of the *SS John W. Brown* is not only being transported eighty years back in time to get a sense of life in wartime merchant service, but also to appreciate the extraordinary accomplishment of rapid industrial mobilization that resulted in 18 shipyards coming online to build over two thousand cargo vessels that materially contributed to the outcome of the war. A little closer in historic time, though still decades ago, many of us on the tour likely have contemporary memories

of the *Savannah*’s era of promising breakthroughs in engineering achievements that helped define the limits of the possible.

[back to top](#)

Meet the Captain: Alex “Wolf” Zahl

Where did you grow up?

I was raised near Red Bank, NJ, where my interests included canoeing, kayaking, and sailing a 14-ft Blue Jay sailboat on the Navesink River. During high school, I worked as a mate on party fishing boats out of Atlantic Highlands. It was there I learned about wind, tides, ocean waves, and seasickness.

What boats did you initially sail?

In the mid-80's, I constructed a 28-ft modified Great Barrier Express catamaran and sailed coastal waters from New Jersey to New England over several summers, including Martha's Vineyard and vicinity. Then in the early '90's, I purchased a Sabre 34 sailboat and sailed coastal waters off of New Jersey. I also sailed the Chesapeake Bay and made several cruises to New England. In 1995, I upgraded to a Pearson 424 sloop and began living aboard in Point Pleasant, NJ. I cruised New England waters for several summers on that Pearson, including Nantucket and Maine.



What was your occupation?

After graduating from the University of Delaware with two bachelor's degrees in Earth and Space Science Education and Geology, I worked as a hydrogeologist for many years. I am still a member of the American Institute of Professional Geologists (C.P.G.).

What brought you to Maryland?

I relocated to Annapolis in 2002 and started a yacht survey business after taking Yacht and Small Craft Surveying coursework at the Chapman School of Seamanship. I became an accredited marine surveyor and joined the Society of Accredited Marine Surveyors (SAMS). I also began racing and sailed to a 3rd place ranking in the 2002 Annapolis Bermuda Race (A-B) and acted as A-B Safety Chairman for following six races. In 2003, I upgraded to a Bavaria 47, lived aboard, and cruised to the Caribbean during the winter of 2004/2005. I raced in the Heineken Regatta (St. Martin), and did several summer cruises to New England, including Maine and Nova Scotia.

What excursions are the most memorable?

In 2007, I got married, purchased a Passport 40, and cruised to the Abacos during the winter of 2007/2008 with my wife and our dog. Following the stock market crash in 2008, I returned to work as a hydrogeologist. Since 2013, we have been living aboard at Port Annapolis Marina on *M/V Bay Wolf*, a Krogen 42 trawler. We enjoyed numerous summer cruises throughout the Chesapeake. After retirement in 2019, we cruised the ICW to Florida, crossing Lake Okeechobee to Tampa for six months. Then in 2022 we cruised north to Block Island for a couple of months.

When did you get your captains license?

In 2019, I took captain licensing classes at Annapolis School of Seamanship and obtained my OUPV and Master Mariners license. I presently hold a USCG Master Mariners License, 100-Ton Near Shore, with sail and towing endorsements.

Do you presently work your license?

I work as a boat captain for Watermark Journeys in Annapolis during the spring and summer seasons. I drive several of their large boats, including the *Harbor Queen*, *Lady Sarah*, and *Cabaret II*. I also enjoy driving *Miss Anne*, a Crosby tugboat.

When did you join CAPCA and why?

I joined CAPCA in 2021 after learning about CAPCA through friends at Eastport Yacht Club. When my schedule allows, I attend CAPCA programs and member tours. Last month, I especially enjoyed touring *SS John W Brown* and *NS Savannah*.

[back to top](#)

Jobs Program Report for March 2025

By Captain Laura Olsen, Jobs Program Director

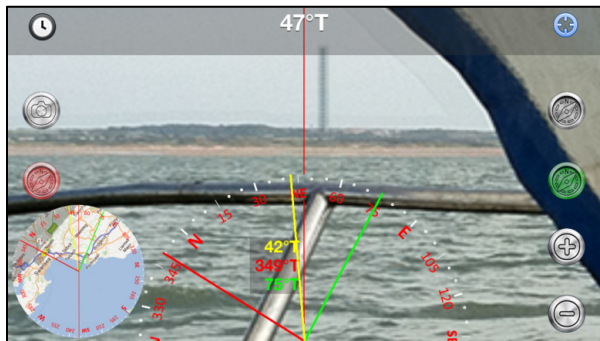


Seven (7) total
Four (4) for FT/PT captains
One (1) for tour boat
One (1) for crew
One (1) for delivery
Three (3) were sail
Four (4) were power
Four (4) filled!

Thank you, Captains!

[back to top](#)

Compass Eye Smartphone App



Want to take compass bearings with your iPhone or Android device? Want a compass that doesn't change its reading when the boat rocks?

Compass Eye is designed to help navigate at sea and can be used much like a pair of Compass Binoculars.

<https://pocketmariner.com/mobile-apps/compass-eye/>

[back to top](#)

“Ahoy” from Your Membership Director



By Captain Phil Gauthier, Membership Director

Current active membership stands at 332. 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.

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.

Don't put your CAPCA membership in jeopardy due to an expired license. CAPCA Bylaws allow members to remain active if their license expiration is within the renewal grace period prescribed by the Coast Guard, normally one year. 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; however, **we don't know how long the Coast Guard will keep this temporary extension period.** 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.”

Once you have renewed your license, please be sure to log on to the CAPCA members page to update your license expiration date and upload a copy of your current license.

[back to top](#)



ABYC Happenings

**By Captain John Wesley Nash
ABYC Coordinator**



ABYC - Revised Gasoline Fuel Systems Standard

The American Boat & Yacht Council (ABYC) published the H-24 Gasoline (Petrol) Fuel Systems standard, introducing new requirements for in-tank fuel pumps and their associated fuel hoses.

The U.S. Coast Guard (USCG) has issued a policy accepting the H-24 standard’s requirements for in-tank fuel pumps as equivalent to federal regulations found in 33 CFR 183.566. This policy permits builders to use in-tank fuel pumps located beyond 12 inches from the engine without obtaining an exemption from the USCG. The policy does not require any additional compliance labeling on the boat.

“Our new policy allowing fuel pumps to be placed in fuel tanks in compliance with ABYC H-24 (2025) provides flexibility to boat manufacturers to incorporate the latest fuel system technology,” said Jeff Ludwig, chief of the USCG Office of Auxiliary & Boating Safety’s Recreational Boating Product Assurance Branch. “The policy would not have been possible without the extensive testing conducted by ABYC and the hard work of the Fuel & Ventilation Systems Project Technical Committee.”

“This standard paves the way for manufacturers to safely solve the challenges associated with supplying gasoline in high-horsepower applications without getting exemptions from the USCG,” said Brian Goodwin, ABYC standards and compliance director. “This is a significant step forward for the industry, supporting both efficiency and the highest safety standards.”

Advantages of pump-in-tank installations include increased pump life due to a continuous, laminar supply of fuel to the pump and an environment that facilitates lubrication and heat dissipation.

H-24 published in January 2025 is now available in the ABYC online library. The standard includes a recommended compliance date of Aug. 1, 2027, allowing manufacturers time to integrate the changes into their production processes.



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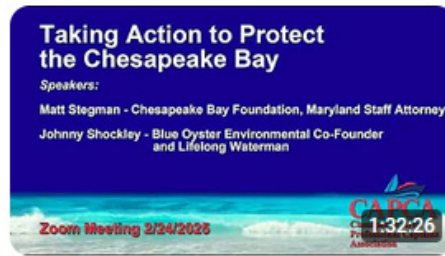
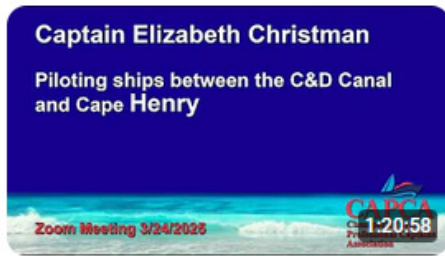
To access the members-only side of the [ABYC website](https://www.abyc.org/) you need the latest CAPCA ABYC member ID and password. First, log in at www.capca.net and click on menu tab “Members Kit,” submenu “Discounts.”

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.

[back to top](#)

Reminder: CAPCA Has a YouTube Channel



We prefer that you join us for the presentation in person or on Zoom, but if you can't attend, you can catch up on what you missed or browse past presentations to find topics that may be of interest to you.

CAPCA has been providing videos of speaker presentations for members and the public on our website since 2021. Thank Captain Bill Washington, our video editor, for making these available so quickly after the presentation. Visit the [CAPCA YouTube Channel](#). Presentations prior to 2021 are listed [here](#).

[back to top](#)

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

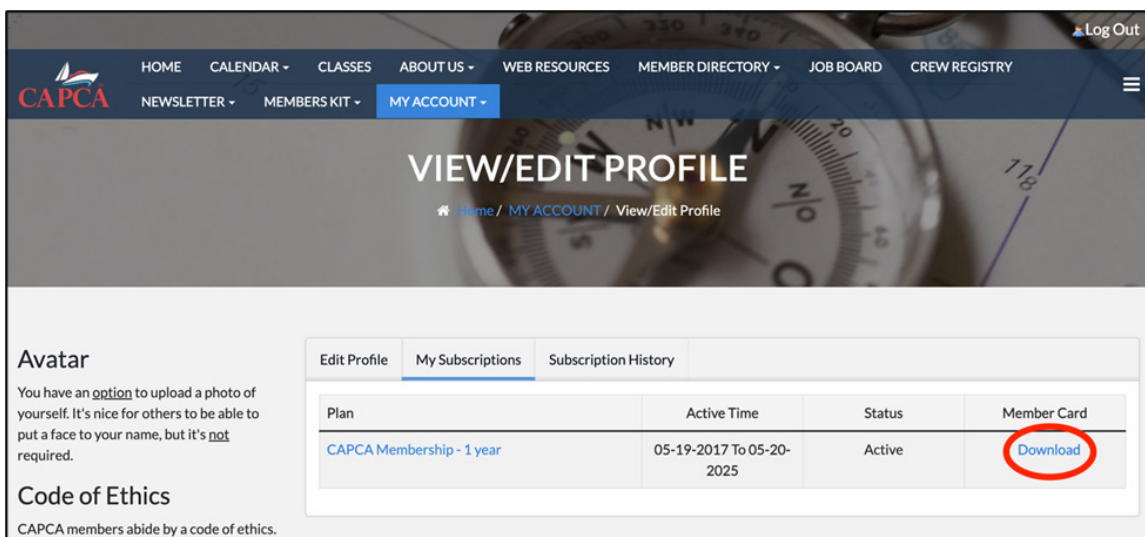
[back to top](#)

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.



The screenshot shows the CAPCA website's 'VIEW/EDIT PROFILE' page. The navigation bar includes 'HOME', 'CALENDAR', 'CLASSES', 'ABOUT US', 'WEB RESOURCES', 'MEMBER DIRECTORY', 'JOB BOARD', 'CREW REGISTRY', 'NEWSLETTER', 'MEMBERS KIT', and 'MY ACCOUNT'. The main heading is 'VIEW/EDIT PROFILE' with a breadcrumb trail: 'Home / MY ACCOUNT / View/Edit Profile'. Below this, there are tabs for 'Edit Profile', 'My Subscriptions', and 'Subscription History'. The 'My Subscriptions' tab is active, displaying a table with the following data:

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

The 'Download' link in the 'Member Card' column is circled in red. On the left side of the page, there is an 'Avatar' section with instructions on how to upload a photo and a 'Code of Ethics' section with the text 'CAPCA members abide by a code of ethics.'

[back to top](#)

Your Nautical Knowledge Quiz

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

1. You are informed of changes in navigation aids by _____.
 - A. Local Notice to Mariners
 - B. Weekly Notice to Mariners
 - C. Marine broadcasts
 - D. All of the above
2. 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

3. 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
4. To prevent the spread of fire by convection you should _____.
- A. shut off all electrical power
 - B. remove combustibles from direct exposure
 - C. cool the bulkhead around the fire
 - D. close all openings to the area and block small holes

Answers on p.19. No peeking!

[back to top](#)

Website Spotlight: Navigation Resources

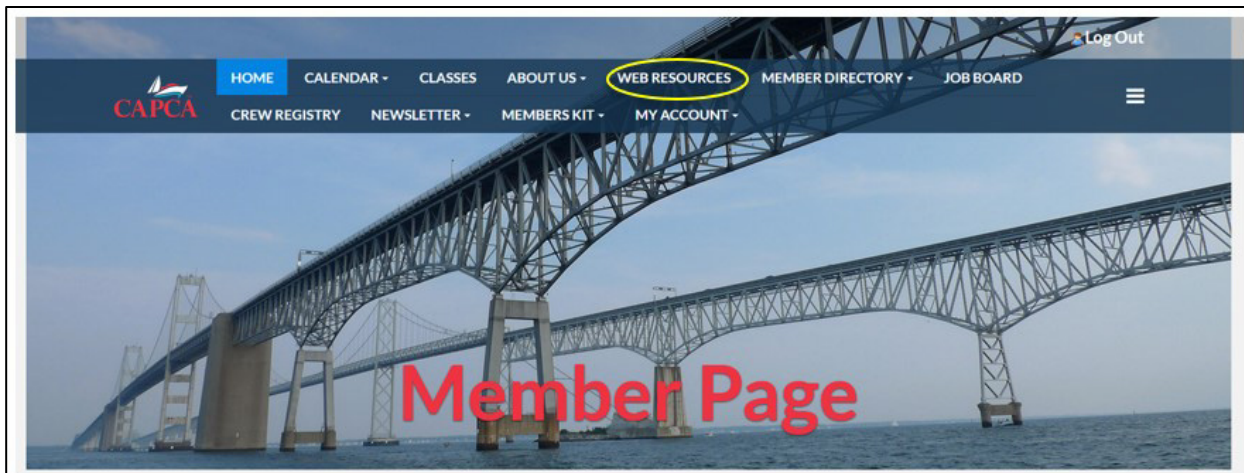


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

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 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.

Check the CAPCA Web Resources menu tab for a list of internet resources that might be of interest to you.



This is the Navigation Resources Menu tab:

- [USCG Local Notice to Mariners - District 5](#)
- [Active Captain](#)
- [Distances Between U.S. Ports free PDF download](#)
- [Light Lists free up-to-date PDF downloads](#)
- [Navigation Alerts - Waterway Guide](#)
- [Navigation Alerts - Waterway Guide Directory by State](#)
- [NOAA Nautical Chart Viewer](#)
- [NOAA Raster Chart Products free downloads](#)
- [U.S. Chart No. 1 free PDF download of nautical chart symbols](#)
- [Time and Time Zone Converter - world](#)
- [United States Coast Pilot from NOAA Office of Coast Survey](#)
- [USCG Local Notice to Mariners - main page](#)

<https://www.capca.net/web-resources2/66-navigation-resources>

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.

[back to top](#)

**USCG New Online “Launch and Recovery” Charting App
Provided by Hans J. Hoffmann, former 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.

[back to top](#)

Answers to the Nautical Quiz

1. D 3. D
2. A 4. D

[back to top](#)

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

[back to top](#)

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](#).

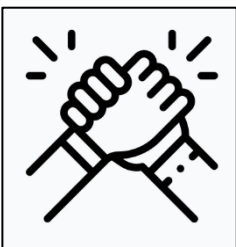
We display names, email addresses, availability, and topics - no phone numbers. Our website has a function that hides email addresses from collection by spammers. So, speakers' email addresses are safe.

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.

[back to top](#)

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.

[back to top](#)

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.

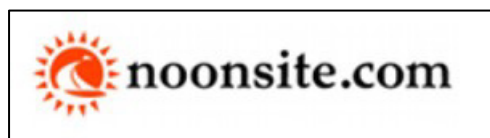
Bruce Johnson, Division Chief, Youth Programs (DVC-SY)

bruce.johnson@cgauxnet.us

410.707.1682 (mobile)

[back to top](#)

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.

[back to top](#)

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.

[back to top](#)

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.

[back to top](#)



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.

[back to top](#)

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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*.

[back to top](#)

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ABYC HAPPENINGS

John Wesley Nash

MEET THE CAPTAIN EDITOR

Cheryl Duvall

SAFETY SNAPSHOT

Alan Karpas

SPEAKER and EVENT SUMMARIES

Bob Thomson

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

[back to top](#)

