



May 2025

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2025 CALENDAR - in progress



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

June 23 Meeting: 6:45-8:30 p.m. Panel: [A Deeper Dive into the Boating Business](#)

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: “Common Sense Is Sensible”



By Captain Tony Tommasello, CAPCA President

The phrase “common sense” is getting a lot of use lately. On the water we should apply this to our work. The rules of the road are clear but, in many cases, not fully understood. When I teach ASA 103 and even 101 courses, I expect students to have read the rules and have them under their belt. Most everyone knows the overtaken vessel is always the stand on vessel and that power boats must give way to sailboats. When we are underway and another boat is crossing our bow, my question to the helmsman is: “Are we stand on or give way?” It’s disconcerting that I often get the incorrect reply. Curiously, sailors sometime overlook the reality that even when sails are deployed, when the engine is running and the transmission is engaged it becomes a power boat.

Here is an example of where common sense comes into the conversation. When the sails are deployed and the engine is running but the transmission is in neutral, the vessel is a sailboat. However, someone with a keen eye on another boat may see water coming out of the exhaust and know the engine is running but they can’t know that the transmission is in neutral. Common sense dictates that the engine should be shut off as soon as possible when not in use and until the engine is shut down one can be mistaken for a power boat.

A related issue is being underway with lights after sunset or during periods of limited visibility. When a sailboat engages the engine, the steaming light (called the “masthead light” in the rules) must be ignited. If motor sailing with the jib out, the steaming light may be obscured by the sail on the downwind side of the sail. When sailing, when one turns on the deck light to do something forward

it can be mistaken as a steaming light and common sense dictates it should be extinguished as soon as the work is completed.

Common sense also comes into play when we approach another vessel. My instruction to students is never to assume what the other boat will do. We can only react to what the vessel actually does. For instance, when entering a mooring field and seeing another vessel heading for a ball it's tempting to assume they'll pick it up and we can aim for another. But what if the boat is simply cutting through the field to get across without going all the way around?

Can one assume that the skipper on an approaching vessel on the bay knows not only the rules of the road, but also the meaning of horn signals? When we blow one short blast to signal our intent to leave another vessel to our port side when passing, common sense warns us to be very attentive to the other vessel. The skipper may not understand the meaning of the blast and may alter course without warning.

Nothing in the rules addresses the situation when more than one vessel is on a crossing heading. In my opinion, common sense would indicate managing the vessels one at a time, unless one maneuver would satisfy multiple concerns. For example, when under power, if two vessels are approaching from starboard, one at 80 degrees and another at 110 degrees (20 degrees abaft the beam), turning astern of the 110-degree vessel manages both situations.

When things are uncertain and conditions are testy, common sense is not a substitute for the rules of the road; rather it's a sensible approach for doing what's best for the crew and the boat using an instinctive calculation based on years of experience.

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The Coast Guard Has Retired Homeport

Monday, April 14, 2025

The Coast Guard retired Homeport as of April 12, 2025. Moving forward, you will need to use alternate approaches for tasks typically performed through the Homeport platform.

To protect the nation's Maritime Transportation System, we are transferring Homeport functionality to more secure information systems. The Homeport system is facing increasing costs and system obsolescence. As a result, it is no longer a viable tool for managing the many functions required to ensure the smooth and safe flow of vessel traffic.

"We recognize that Homeport has been a trusted tool for mariners and the broader maritime community," said Rear Adm. Wayne Arguin, Assistant Commandant for Prevention Policy. "We are committed to keeping these users informed and providing alternatives to the functions and information Homeport provided as we transition."

The Coast Guard is establishing temporary workarounds to ensure essential services remain accessible until we can identify the best permanent approach for each function. The new [Homeport Solutions & News](#) website will be our primary tool for keeping you informed as new tools come online.

You can also visit [Maritime Commons](#), the Coast Guard's blog for maritime professionals, and subscribe for the Maritime Commons RSS feed to receive regular e-mail updates.

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USCG D1 Coastal Buoy Modernization Initiative

Monday, April 14, 2025

The Coast Guard First District Commander **seeks public input** on AtoN changes Proposed. Coast Guard is modernizing and rightsizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems (GNSS), Electronic Navigation Charts (ENC), and Electronic Charting Systems (ECS), for long-term reliability and serviceability. This effort, which includes buoy discontinuation, will result in the most sustainable navigation risk reduction to support and complement modern mariners, today's much larger ships, ECS system availability and requirements, and powerful smartphone navigation subscription apps affordably accessible to virtually all waterway users. See the initiative [here](#).

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Mark Your Calendar for the June 23 CAPCA Meeting

By Captain Hilary Howes, CAPCA Board Member

Save some time on your calendar for CAPCA's June 23rd hybrid meeting (in person and on Zoom) where we take "A Deeper Dive into the Boating Business." January's "Running Your Captain Business" panel, with a charter captain, a lawyer, and insurance agent was a big hit, so you asked for more!

In June it's all captains, with a charter captain, Shawn Owen of [Chronic Sailing](#), a delivery captain Kate D'Alleva of [Captain Boomies](#) fame, and instructor-captain Mike Hull of [Annapolis Sailing](#). I'll host this panel as a yacht broker, sailing teacher, delivery and charter captain myself. Not only will we take your questions, but your answers too!

YOU can attend in person Monday, June 23 at the Annapolis Elks Lodge, 2 Pythian Drive Edgewater, MD 21037, or on Zoom the same night, or even catch it on the CAPCA YouTube channel later. If you come in person, there is dinner (your own treat), a raffle and a door prize, too! Lots of folks loved our January panel, so hope to see you in June, too.

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CAPCA Ads on Annapolis Water Taxis

Next time you are in Annapolis, check out CAPCA's new ads on three Watermark taxis. QR codes may be scanned by passengers who need Captain services for instruction, deliveries, private charters, and more. The scanned code leads them to CAPCA's Hire a Captain form, which later gets posted to CAPCA's Jobs Board. We are hopeful that these ads will bring additional business to our CAPCA members.

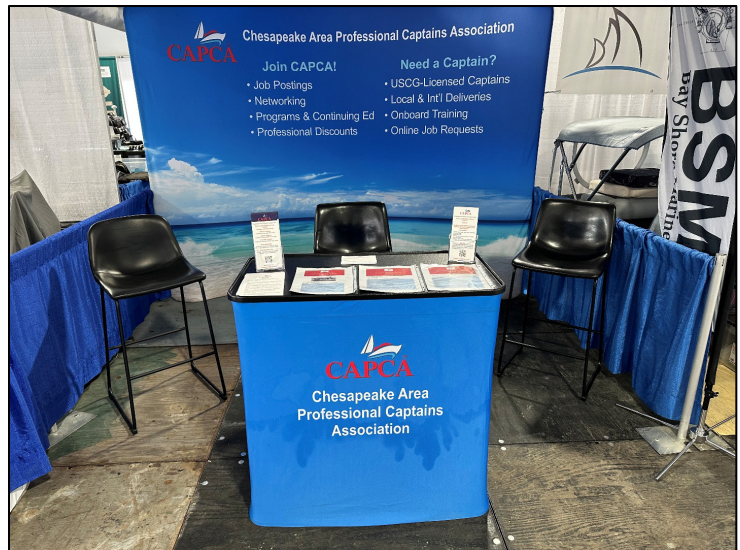


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Spring Boat Shows Report

By Captain Alan Karpas, Boat Show Chairman

The first two of the four boat shows that we attended are now history. Our booth at the Bay Bridge show and the Annapolis Spring Boat Show drew visitors who were interested in what CAPCA is all about. Questions included, "What is a licensed captain and why should I get a license?", "How do I go about hiring a captain?" and "How do I join CAPCA?" Our volunteers did a great job in greeting our visitors and answering their questions. Once again, we proved why we are "PROFESSIONAL" captains.



On display at the booth were several recent job opening printouts, as well as the rack cards with QR codes to take interested visitors directly to our "Membership Application" or "Job Requests."

 CAPCA <small>Chesapeake Area Professional Captains Assoc.</small>	 CAPCA <small>Chesapeake Area Professional Captains Assoc.</small>
<p>Need a Coast Guard-Licensed Captain?</p> <p>We have over 300 of them!</p> <p>Delivery Captains Available to move boats near and far</p> <p>Charter Captains Available for private charters or tour boats</p> <p>Corporate Captains Available for water taxi, towboats, large vessels</p> <p>Private Instruction Available for instruction on newly purchased boats, skill upgrades, boat insurance needs</p> <p>Other Maritime Jobs Surveys, Inspections, Harbormasters/Staff, Salvage, Forensic investigations</p>	<p>Have a Coast Guard Captain's License?</p> <p>JOIN US</p> <p>We are an organization for licensed captains who want to network with other captains</p> <p>Our Members</p> <ul style="list-style-type: none"> • Operate tour boats, water taxis, towboats & charter boats • Make deliveries • Provide instruction for schools, dealers and individuals • Serve in other maritime occupations • Network with other professional mariners <p>We Offer</p> <ul style="list-style-type: none"> • Free Job Board postings on our website • Continuing Education courses/seminars • Maritime Speakers at monthly meetings • Professional Discounts
 www.CAPCA.net Contact: info@capca.net	 Contact: info@capca.net

Besides having volunteers working at our booth, we also had members circulating around the boat show letting brokers, schools, and insurance companies know that CAPCA can provide captains for their clients.

I would personally like to thank all our members who helped promote CAPCA at the shows. We are now looking forward to the fall Annapolis Power and Sailboat shows.

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Speaker Summary – David Gendell: “Thomas Point Shoal Lighthouse: A Chesapeake Bay Icon



By Captain Bob Thomson, CAPCA Secretary

One of the most enduring symbols of the Chesapeake Bay is the Thomas Point Shoal Lighthouse, still serving as an important navigational beacon, while also a lasting reminder of two centuries of the growth of commerce on the Bay and the progress of maritime safety technology. CAPCA was pleased to welcome accomplished local sailor and author David Gendell to tell us about the history of this landmark, richly documented in his recently published book *Thomas Point Shoal Lighthouse: A Chesapeake*

Bay Icon.

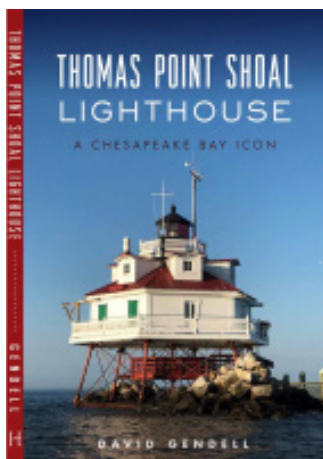
Baltimore's geography made it an important commercial hub early in the nation's history. It had the unique advantage of close access to the agricultural and industrial products of the interior, readily connecting to the world's ocean trade routes through the Port of Baltimore. The final leg of sea travel to the port was a little over one hundred miles up Chesapeake Bay. Baltimore's early leadership made it a priority to establish navigational aids to guide ships safely past hazards such as the shallows off Thomas Point.



The original lighthouse was a stone tower with an oil lamp, built on the shore of Thomas Point and first lit in 1825. Erosion of the land, which eventually would form the present-day Fishing Creek, caused the first tower to become unusable and a second stone structure was built. A major technological milestone was the installation of a Fresnel lens in 1855, enhancing the visibility of the beacon to mariners.

The next technological advance was the concept of the screw-pile structure, allowing construction of a stable, durable structure in the shallow waters directly over the shoal. Iron pilings with screw-shaped anchors were laboriously driven into the bay bottom, supporting living quarters for the light-keepers, as well as fuel and machinery for operating the beacon. This was the advent of the present-day lighthouse, first lit one hundred fifty years ago.

While the exterior appearance has remained constant all these years and the light has kept burning brightly, change has continued. Oil lamps were replaced by power from electrical generators, which in turn were replaced by a cable from the shore. The lighthouse was automated 1986, and in 2004 ownership was transferred to the City of Annapolis, with dedicated volunteers maintaining this national landmark and preserving it for future generations



Signed copies of David's excellent history are available at the Annapolis Maritime Museum.

For more information about the lighthouse, please visit thomaspointshoallighthouse.org. CAPCA members will have a special opportunity to visit the lighthouse on June 11. Space is limited; please register [here](#).

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

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Program Director Report for April 2025



By Captain Cheryl Duvall

Last month's program

Thanks to all who were able to attend **April's virtual program, Thomas Point Shoal Lighthouse: A Chesapeake Bay Icon** presented by local sailor and author Captain David Gendell. We had more than 40 in attendance, including the lighthouse manager John Potvin, their education director Mary Marie Quigley, and a few new docents. Both John and Mary Marie will be serving as docents next month for CAPCA's private tour of the lighthouse. If you missed the April program or would like to review the recording, you may find it [here](#) on CAPCA's YouTube channel.

For those who attended, you may be aware that our Zoom meeting was briefly hacked and we experienced some sound and video interruptions for a short time. We are grateful that our webmaster team was able to silence the offenders so that our speaker could continue his presentation. The recording has been edited so that none of the hacked content is evident.

Coming up in May and June

Program: May 19, 6:45-8:30 pm, via Zoom: Medical Challenges at Sea, with Dr. Bill White. NOTE: THIRD MONDAY OF THE MONTH! 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.

Members-only Tour: Thomas Point Shoal Lighthouse, Wednesday, June 11, 2025, 9:30 am – Noon.

Cost: \$90. Built in 1875, the Thomas Point Shoal Lighthouse is celebrating its 150th anniversary this year. CAPCA is pleased to show our support of this iconic aid to navigation with a private tour for 12-16 of our members on Wednesday morning, June 11, 2025. **As of May 6, only 6 spots remain!** [Register](#) ASAP if you want to tour this iconic lighthouse.

Program: June 23, 6:45-8:30 pm Hybrid (in-person at the Annapolis Elks Lodge and on Zoom): A Deeper Dive into the Boating Business: A Panel Discussion.

Moderator: Captain Hilary Howes with panelists:

- **Captain Shawn Owen**, charter captain with Chronic Sailing

- **Captain Mike Hall**, instructor with Annapolis Sailing School
- **Captain Kate D’Alleva (Captain Boomies)**, delivery captain (also charter captain and instructor)

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

Frequently Asked Questions about CAPCA Programs

Since we have added many new members in recent months, and as a refresher to some of our long-term members, it may be helpful to review the following Program FAQs so that you don’t show up to the Elks Lodge on a month when we are offering Zoom only!

Who can attend our programs? All our programs are free and open to the public.

How many programs does CAPCA offer each year: CAPCA hosts nine programs per year, with speakers covering a variety of topics.

When do our programs occur? Our programs are typically held on 4th Mondays (except when holidays interfere), and we take a program break in August, November, and December.

But wait, I recall meeting each year in November or December? Yes, we do! We hold a *members-only* General Meeting on the Monday after Thanksgiving (either November or December, depending on how the holiday falls). *This meeting is not considered a program* since it doesn’t have a speaker and a topic, and it’s for members-only. Typically, this General Meeting is offered as a dinner meeting at the Elks, where we hold elections of board officers and directors, vote on the budget for the coming year, and hear reports from our President and Board members about the past year.

Can I attend CAPCA programs virtually? Yes! All our programs are available via Zoom. We have many distant members so providing a Zoom option is helpful to them as well as the general public. The Zoom link is posted on CAPCA’s home page one week before the program.

Does CAPCA offer in-person programs, so that we can network with other captains? Yes! We offer a few programs each year as a *hybrid* experience, allowing attendees a choice of being in-person at the Annapolis Elks Lodge or attending virtually via Zoom. We have planned four in-person options for 2025. The first two have already occurred, in January and March, since winter months tend to be less busy for working captains. The next two in-person opportunities will take place at the Elks Lodge on June 23 and September 29 (5th Monday to avoid a religious holiday).

When and why did CAPCA begin offering hybrid programs? Prior to the pandemic, monthly programs were always in-person, usually at the Elks. When COVID-19 happened, CAPCA pivoted to offering programs via Zoom, which had the hidden benefit of including our distant members and remote speakers. Once we started emerging from pandemic hibernation, CAPCA surveyed members about returning to a few in-person programs. Based on those responses, we offered three in-person programs in 2024 while experimenting with AV equipment that would also provide a Zoom option for those who preferred to remain virtual.

Is CAPCA able to provide quality hybrid experience? At the beginning of 2025, we invested in additional AV technology to provide a quality hybrid experience so that we could host more in-person programs while also offering a high quality Zoom option. We use microphones and several camera angles to enable remote attendees to hear and see what in-room attendees are experiencing.

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Jobs Program Report for April 2025

By Captain Laura Olsen, Jobs Program Director



Twelve (12) total
Four (4) for FT/PT captains
One (1) for crew
One (1) Charter and instruction
Three (3) Instructor
Three (3) for delivery
Six (6) were sail
Six (6) were power

Thank you, Captains!

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“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.

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ABYC Happenings

**By Captain John Wesley Nash
ABYC Coordinator**



ABYC Launches New Marine Trades School Directory

Over the past month, the American Boat and Yacht Council (ABYC) announced the launch of a new initiative: the Marine Trades School Directory. This industry-specific online tool is designed to help students, parents, and marine professionals to easily search and compare educational programs focused on marine trades and technical training.

By centralizing access to over 30 marine-focused educational programs, the directory provides a user-friendly, searchable platform. The user can filter the list by program offerings, cost range, available certifications, prerequisites, and whether a school holds an ABYC Marine Trades Accreditation. The online directory is available at ABYCinc.org/schooldirectory.

“We regularly receive calls from individuals looking for training programs, and now we have a centralized resource to guide them to the experience they want, whether that be a full college program or targeted industry training,” said Sarah Devlin, ABYC accreditation director.

The Marine Trades School Directory was developed using ABYC’s extensive database, with additional support from BoatUS, the Massachusetts Marine Trades Association, and Yamaha. ABYC is calling on all marine associations to help expand the directory by sharing it widely and ensuring that schools in their regions are represented. Schools not yet listed are invited to complete a free survey at teachboats.org to be included.

As additional schools contribute data, ABYC plans to publish a benchmark report highlighting key insights such as student demographics, program costs, certifications offered, and enrollment trends. This valuable industry snapshot will be provided at no cost to participating schools.

“Workforce development is a priority for the marine industry, and like last week’s International Marine Service Technician Week, this is one of ABYC’s many initiatives to strengthen the pipeline for skilled technicians,” Devlin said. “The directory is not only a tool for students, but also a valuable resource for marine businesses looking to connect with schools for future hiring needs.”

The Marine Trades School Directory not only supports career and technical education in the marine industry but also strengthens the pipeline between training programs and hiring needs.

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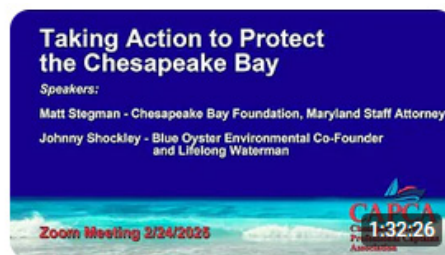
To access the members-only side of the [ABYC website](#) you need the latest CAPCA ABYC member ID and password. First, log in at www.capca.net and click on menu tab “Members Kit,” submenu “Discounts.”

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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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](#).

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Coast Guard Foundation Activates Emergency Disaster Relief Program



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

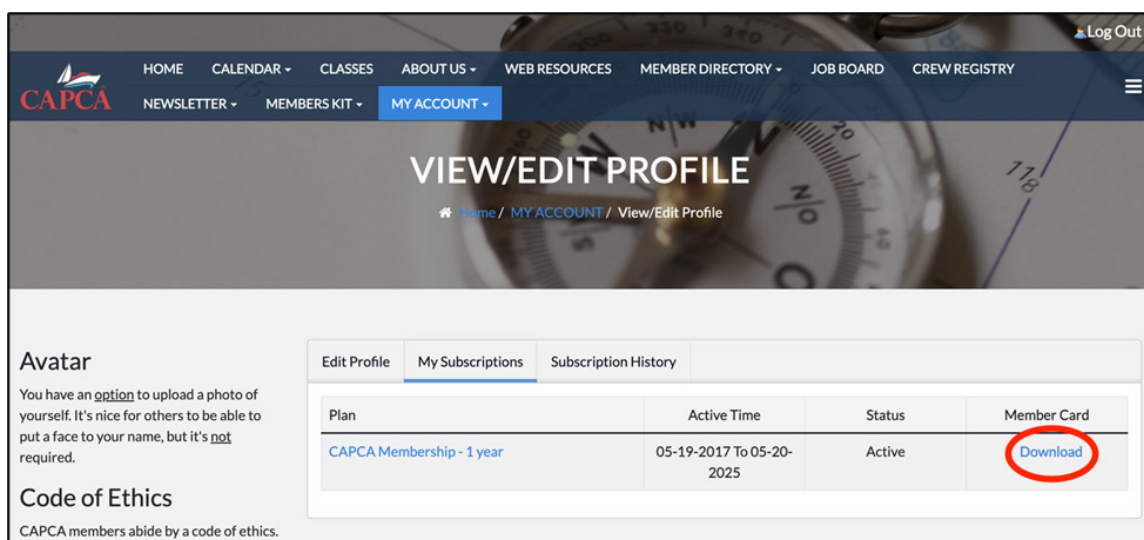
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Print Your Membership Card

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 member profile page. The navigation bar includes links for HOME, CALENDAR, CLASSES, ABOUT US, WEB RESOURCES, MEMBER DIRECTORY, JOB BOARD, and CREW REGISTRY. The 'MY ACCOUNT' menu is expanded, showing options for NEWSLETTER, MEMBERS KIT, and MY ACCOUNT. The main heading is '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 columns for Plan, Active Time, Status, and Member Card. The table contains one row for 'CAPCA Membership - 1 year' with an active status and a 'Download' button circled in red.

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. The regulations governing the frequencies of the bridge-to-bridge radiotelephone are issued by the _____.
 - A. Department of Transportation
 - B. Federal Communications Commission
 - C. U.S. Coast Guard
 - D. Department of Defense
2. You are sailing south on the Intracoastal Waterway (ICW) when you sight a green can buoy with a yellow square painted on it. Which of the following is TRUE?
 - A. You should pass the buoy close aboard on either side.
 - B. The buoy marks the end of the ICW in that area.
 - C. You should leave the buoy to port.
 - D. The yellow square is retroreflective material used to assist in sighting the buoy at night.
3. Oily rags should be _____.
 - A. kept in nonmetal containers
 - B. discarded as soon as possible
 - C. cleaned thoroughly for reuse
 - D. kept in the paint locker
4. As appropriate for the voyage, all vessels must carry adequate and up-to-date _____.
(small passenger vessel regulations)
 - A. charts
 - B. Coast Pilots
 - C. Light Lists
 - D. All of the above

Answers on p.16. No peeking!

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Website Spotlight: Navigation Resources

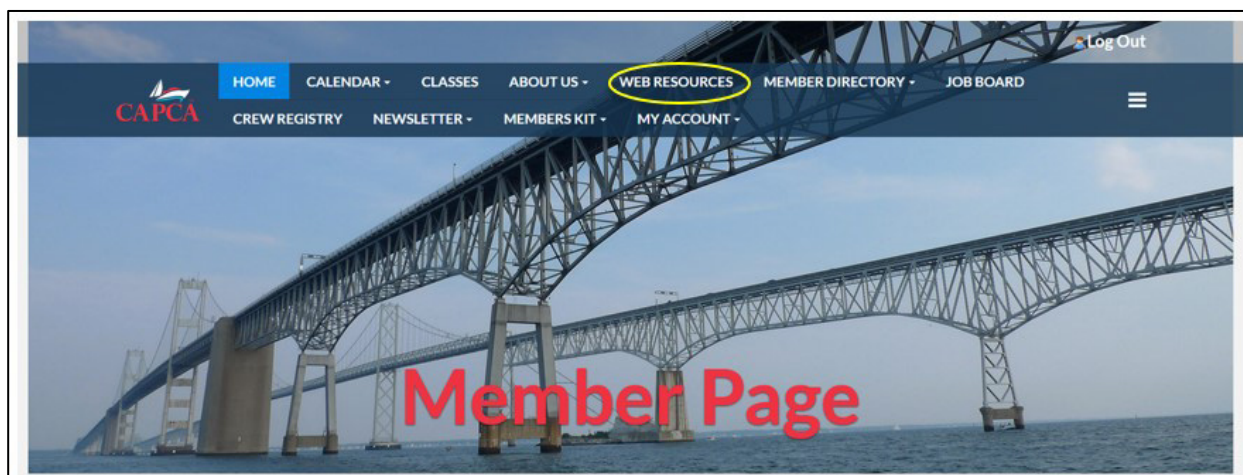


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

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.

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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.

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Answers to the Nautical Quiz

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

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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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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.

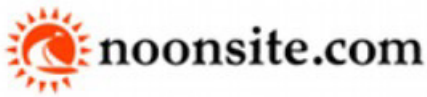
Voluntary UPV examinations are available to assure that owner / operators comply with federal regulations. If the vessel passes a UPV exam a decal is issued. Since this is a voluntary dockside exam, it is not a law enforcement action, and no citations are issued. On the other hand, passing a UPV exam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

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

To go to the Queensboro store from the Ship’s Store page “CLICK HERE TO ORDER.”

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

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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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Priscilla Travis

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.

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