



**May 2026**

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## 2026 CALENDAR – in progress

May 18, 2026, 7:00-8:30 p.m. [Curtis Creek Ship Graveyard](#): ON ZOOM.

June 22, 2026. 7:00-9:30 p.m. [Safety on the Water with DNR and Fire Boats](#). Hybrid - Annapolis Elks Lodge and online on Zoom

Remember to always check the [CAPCA calendar](#) to see events for which CAPCA is either a participant or is hosting.

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CAPCA has a new Instagram account (@CapcaOfficial), and we're seeking volunteers to contribute! If you are IG savvy and eager to help us grow, please email [communication@capca.net](mailto:communication@capca.net). You can also follow CAPCA on Facebook @ [facebook.com/capca.net](https://www.facebook.com/capca.net), and on X @CapcaTweet.

## View from the Helm: Scuttlebutt!



### By Captain Cheryl Duvall, CAPCA President

While today's usage of the term "scuttlebutt" is synonymous with gossip or rumors, I prefer its nautical origins and associations. A scuttlebutt was a cask of drinking water on a ship, where sailors would gather to drink and naturally share news and stories. It was their social hub, not unlike the water cooler or coffee pot of today.

Last month, I was part of several gatherings with other CAPCA members that could be described as scuttlebutt experiences. Though we weren't gathered around a large cask of drinking water, we were indeed sharing news and

stories about being on the water and plying our trade. Whether working the CAPCA booth at two spring boat shows, or networking before the April 27<sup>th</sup> program, or setting up our table for the April 30<sup>th</sup> Career Expo at Bert Jabin's, our captains were exchanging news and stories focused on the maritime industry.

Our members were also fielding questions from the public about how to become a licensed captain, and why. It always fascinates me to hear the wide range of stories from our members about why and when they became licensed captains. No two scuttlebutt answers are alike. Busta Jenkins, our new Meet the Captain Editor, was leading the charge on this line of questioning during the Bay Bridge Boat show in the CAPCA booth. You'll enjoy reading his future columns, including this issue's fascinating story about John Eginton, especially his time as captain of the 110-foot schooner *Mystic Whaler*. Don't miss it on page 6.

It's my hope that our members take full advantage of CAPCA's many scuttlebutt opportunities. If you live in/near Annapolis, you can attend our in-person programs when they are offered.

The next in-person program is June 22, since our May program is Zoom only. So mark your calendars now, and plan to arrive the Elks Lodge early to share scuttlebutt with fellow captains.

Some of last month's scuttlebutt was quite technical, too. I was working the CAPCA booth at the Sailboat Show when a show attendee approached with specific questions regarding bareboat charter vessel operations (similar to what some of you heard/said during the April 27<sup>th</sup> program). Fortunately, CAPCA member Rob Maher was working the booth with me and able to answer the visitors' questions with impressive personal knowledge and professional guidance. After our visitor departed, I queried Rob more and was grateful when he shared a helpful USCG trifold with me. I learned a bunch that afternoon from my fellow booth volunteers, a keen reminder that continuing education doesn't just happen in the classroom. It can occur as part of the scuttlebutt that we willingly exchange as captains. To me, scuttlebutt is one of the best benefits of being a member of CAPCA!

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## Please Help Us Market CAPCA!



In addition to rack cards for promotion at marinas and businesses, CAPCA now has **generic business cards** that fit easily into your wallet for that opportune moment to promote our Association.

Depending on the situation, you can offer a business card to refer an acquaintance to our website for our Hire-A-Captain form, or to encourage a licensed captain to join us. You may also use the card to refer contacts to our website for other resources found on the non-member side, like our program calendar and the current issue of *The Log*.

**We encourage our members to grab a few business cards at our next in-person program.** You'll be helping to promote the value of CAPCA to the public as well as to other licensed captains!

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## Speaker Summary, April 27: “Understanding U.S. Coast Guard Regulations for Small Passenger Vessels” With CWO Christopher Clark & Timothy Diehl, USCG Ret. USCG Sector Maryland NCR



**By Captain Hilary Howes, CAPCA Program Director**

Our monthly meetings aim to be genuinely useful educational opportunities, and this one delivered. When the speaker asked how many attendees work on inspected vessels, nearly every hand in the room shot up. The engagement didn't stop there: questions flew in from both the room and online, and the discussion had real energy.

One lively debate centered on what actually constitutes a "bareboat charter." The question: can a captain provide their own vessel as a bareboat charter and then conveniently offer themselves as skipper? After some spirited back-and-

forth, the room landed firmly on **no**—that arrangement is a violation.

With a USCG representative in the house, questions naturally turned to the recent government shutdown and its ripple effects. CWO Clark addressed the backlog in applications and renewals, with a practical tip for mariners: **carry your application receipt**. If you're boarded before your credentials are processed, that receipt is your proof that things are in motion.

Clark also walked through the most common reasons vessels fail inspections, including unsafe wiring [photo] and stressed the importance of routinely checking PFDs and life rafts for serviceability. Items stored in direct sunlight can UV-degrade faster than you'd expect.



Tim Diehl then shifted focus to regulations for **uninspected vessels**, hitting several points that are easy to forget between tests:

- **Check the documentation.** A vessel documented as recreational but used for charter creates a real insurance liability if a claim arises.
- **Know your throwable device rules.** Unlike standard life vests, which just need to be accessible, a throwable must be retrievable and throwable within one minute.
- **Electronic flares are a game-changer.** Tim was visibly enthusiastic: they don't expire nearly as often, they're highly visible to helicopters, and they burn far longer than traditional pyrotechnics.
- **Check your LED navigation lights.** When switching to LEDs, verify there's no light bleed that could shift the exposure angle and overlap adjacent sectors, potentially confusing an approaching vessel about your orientation. (This one was new to me, and worth knowing.)

It was a meeting packed with reliable, actionable information. If you missed it, head to our [YouTube Channel](#) to catch the recording.

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## Program Director Report for April 2026

By Captain Hilary Howes, Program Director



Last month's events:

The highlight of last month had to be the boat shows. See p. 8, below. We hosted a booth at the shows and were speakers at educational presentations there. I presented a Women's Forum in a tent at the very end of the floating dock in Ego Alley.

Imagine if you will an educational presentation not in some boring hotel ballroom but in a tent bouncing up and down on a slightly spicy day. We arrived to find out that we needn't fear that reading our slides would make the audience seasick because we had no power. Our presenters, Vickie Saporta and Lynn McClaskey, made the most of it, skipping right to the Q&A that we had planned that would be most of the presentation anyway. Our packed tent seemed very appreciative and we were glad to be fulfilling CAPCA's second mission: to serve the maritime public

Then on **April 27** we had a lively evening of USCG questions for CWO2 Christopher Clark, Marine Inspector, USCG and Timothy Diehl, USCG Ret., USCG Sector Maryland NCR. Although the topic was "Regulations and Procedures for Inspected and Uninspected Passenger Vessels" because we had experts in the room, our members asked a wide range of questions that took us well beyond what could be answered by slides. It is one of the joys of meeting in person and there were good questions from our Zoom audience. The video is available on our CAPCA [YouTube channel](#) and the summary of the program is on p. 4, above.

### Upcoming Meetings

**May 18, 2026, 7:00 p.m.-8:30 p.m. [The Shipwrecks of Curtis Bay](#).** With Susan Langley, Maritime Archaeologist. **On Zoom Only.** *Note: This program will be held on the third Monday, as Memorial Day falls on the fourth Monday, May 25.*

This presentation will examine three collections of vessels in Curtis Bay and Curtis Creek. These range in age from the mid-19th century to the mid-20th century. They include at least 18 WWI vessels from the U.S. Shipping Board Emergency Fleet Corporation, the same types of vessels in the Mallows Bay-Potomac River National Marine Sanctuary.



Others include one of only ten ferrocement vessels from the first quarter of the 20th century, the resting place of the beloved steamer *S.S Emma Giles*, and even a ship alleged to have sailed the

East Coast while unmanned. Of the famed trio of Old Bay Line steamers that ran between Richmond and Baltimore, there is one that ran as recently as 1962, then operated as a ferry in Massachusetts from 1962-63 before returning to Baltimore in 1965. Did you ever ride on the *S.S. District of Columbia*? Technically, none of these vessels wrecked at their current locations, but they all have fascinating tales to tell.

**June 22, 2026 Safety on the Water with DNR and Fire Boats**, 7:00 p.m. – 9:30 p.m. **Hybrid meeting** at the Elks Lodge and on Zoom. With representatives from the Maryland DNR, USCG, and local Fire Boat Captains discussing the coordination of services during emergencies.

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## Meet Captain John Eginton



### Captain Ray "Busta" Jenkins, Meet the Captain Editor

Capt. Eginton: "My career in schooners began almost by accident—a summer job taken while I was in college, still planning to become something entirely different. With no prior sailing experience, I signed aboard the 165-foot, three-masted schooner *Victory Chimes* in Rockland, Maine, in 1976. What was



meant to be a brief detour became six unforgettable seasons along that rugged and beautiful coast



After a voyage to India as an ordinary seaman on a freighter, I returned determined to make a life at sea. I sat for my first license—an unusual 100-ton Sail-Only ticket, appropriate for a vessel like *Victory Chimes*, which had no engine—and began to find my footing in the profession. In St. Maarten, I joined the schooner *Voyager*, a step that eventually carried me north to Mystic, Connecticut, a place that would become home for the next forty years.

From there, opportunities unfolded quickly. I joined the schooner *Pride of Baltimore* for a seven-month goodwill voyage from Baltimore to San Francisco by way of the Panama Canal. At the time, in 1982, it was the most ambitious voyage of her young career—and for me, it marked the beginning of a lasting connection with Chesapeake Bay.

My first command soon followed: the magnificent 1886 Delaware Bay oyster schooner *Charlotte Ann*. We ran charters out of Mystic and day sails from Newport, Rhode Island, during what would prove to be the final America's Cup races held there. Eventually, we sailed her south to Fort Lauderdale, where she was sold. The new owners took her to Chicago, and I headed in a different direction, working winters in the British Virgin Islands for several charter companies.

By 1984 I was back in Mystic, this time as captain of the 110-foot schooner *Mystic Whaler*, running day sails and overnight cruises. She was already showing her age, and after several seasons I moved on

to the newer and larger *Mystic Clipper* (now *Liberty Clipper*). Winters found me working closer to home, serving as mate and captain on a pilot boat out of New London for Connecticut Pilots.

While I was running the *Clipper*, the *Mystic Whaler* declined further—eventually retired and left abandoned in a shipyard. When the owner died and the company dissolved, I found myself unexpectedly unemployed. Out of that moment came what I thought was a brilliant idea: if I started my own company, they would have to hire me.

Surprisingly, it worked.

Armed with a “Great American Business Plan,” I convinced a bank to lend us far more money than was prudent. With it, we purchased the abandoned hull of the *Mystic Whaler*. Four months of sixteen-hour days later, we had brought her back to life—restored, certified, and ready for business.

Mystic Whaler Cruises, Inc. became a long-running lesson in how difficult it is for a starry-eyed dreamer to run a company. Nearly everything was harder than it needed to be. And yet, against the odds—and in spite of my own inexperience—we endured for twenty-seven years.

Those years were rich ones. For over two decades, we conducted environmental education programs on the Hudson River with the Clearwater organization, introducing countless students to the river and its history. We competed in fifteen Great Chesapeake Bay Schooner Races, and in 2014 we had the honor of supporting the whaling ship *Charles W. Morgan* during her historic 39th voyage, the first time she had sailed in 93 years.

In the end, though, the work was as demanding as it was rewarding. After nearly three decades, it felt right to pass the *Mystic Whaler* on to a new generation. In the fall of 2021, we sailed her to Fort Lauderdale, where her new owners loaded her aboard a ship bound for the West Coast. Today, she sails out of Oxnard, California, continuing her mission with school groups and living, as I like to think, her best life.

As for us, we’ve traded the constant motion of the sea for the quieter rhythms of Maryland’s Eastern Shore—grateful, at last, for the simple pleasures of a garden, a dog, and time to reflect on a life shaped by wind, water, and a remarkable succession of ships.”

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## Volunteers Make Spring Boat Shows Successful

**By Captains Chuck Thompson and Rob Doolittle,  
Boat Show Committee Co-Chairs**

Thanks to the many CAPCA members who volunteered to staff our booths or share their knowledge through public seminars, CAPCA’s presence at the Bay Bridge Boat Show at Kent Narrows (April 17-19) and the Spring Sailboat Show in Annapolis (April 24-26) was very productive.

Dozens of show-goers attended the CAPCA-sponsored seminars, and 45 visitors to the booths provided contact information for future communications. Several visitors shared their plans to join immediately, and interest in CAPCA's proposed Associate membership was high among mariners who are working on their captain's license. CAPCA's hire-a-captain job board was a primary topic of conversation among non-captain visitors.

Members who volunteered to staff CAPCA's booth at one or both of the shows include Marc Binder, Steve Bradshaw, Ned Cabot, Cheryl Duvall, James Ecklund, John Egington, Hilary Howes, Ray "Busta" Jenkins, Davis Jones, Alan Karpas, Rob Maher, Bob Oppelt, Greg Pabst, Ron Ricketts, Ed Stawski, Paul Taylor, Steve Small, Bill Washington and John Widmayer.

CAPCA captains presented six seminars in all, three at each show. Presenters were Cheryl Duvall, Phil Gauthier, Kate Hollingsworth (aka Captain Boomies), Erin Manor, Hilary Howes, Vicki Saporta, Lynn McClaskey and Alex (Wolf) Zahl.

Seminar topics included cruising to New England through the Long Island Sound; gunkholing on the Chesapeake Bay; safety, training and readiness concerns for new boaters or boaters with new vessels; and two panels focused on assisting women boaters in enhancing their boating skills and experiences.

CAPCA's participation in these annual boat shows is an important element of our public outreach and new-member marketing and is possible only because of the many volunteers who generously give their time.

The **fall schedule** includes the Annapolis Powerboat Show, October 8-11, and the Annapolis Sailboat Show, October 15-18. Both shows will be at City Dock. **Please make plans now to volunteer to support CAPCA for the fall shows.** Spending a few hours in the CAPCA booth is a good way to get to know other members, and it can be very rewarding to talk with boaters who visit the booth about the value that professional captains can provide when it comes to boat moves, personal training and other services.

**If you have an idea for a topic you would like to present**, please contact [Rob Doolittle](#) or [Chuck Thompson](#) so we can include you in the early planning.



L to R: Capts. John Egington, Cheryl Duval      Capt. Phil Gauthier presented safe-boating topics,

and Alan Karpas staffed the CAPCA booth on the first day of the Bay Bridge Boat Show.



Womens' Panel: Capt. Hilary Howes, Lynn McClaskey and Vicki Saporta answered questions from an enthusiastic audience.



Capt. Wolf Zahl presented an illustrated guide to some of the Bay's best hidey holes in his presentation on gunkholing

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## Jobs Program Report for April 2026



**By Captain Laura Olsen, Jobs Program Director**

**Total requests: 14**

Request Type:

Delivery 7

Charter 1

Instruction 5

Other: Marina manager

Vessel types:

Power 10

Sail 3

Vessels from 16 ft. to 58 ft.

**Note: The Job Board is still seeking a volunteer to serve as Assistant Jobs Program Director!**

The job entails minimal time (honest!) each month but it serves a very important function for our members. Please contact [Laura Olsen](#) if you want to consider assisting. See article below for details.

Thank you, Captains!

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## **Jobs Program Seeks an Assistant Director**

**By Laura Olsen, Jobs Program Director**

Ahoy! The Jobs Program Director is seeking a member to volunteer as the **Assistant Jobs Program Director**.

This position was recently identified as part of our January board retreat and supports the goal of building a solid bench among our positions and succession planning.

**The timeframe is to identify, interview, and select by May 2026.**

The job mostly entails assisting the Director (on an as-needed basis) with the receipt, review, and posting of the "Hire a Captain" form submitted by clients. This is all done in a simple fashion via email and very occasional follow up with requesting clients to clarify before a final post goes up on the website.

The Director will remain primary in this function; however, as CAPCA continues to grow, it is important to develop redundancy in positions for various reasons (periods of Director absence, illness, succession). Development of articles for inclusion in the monthly *Log* newsletter is also part of our growth plan.

Interested members can submit an email of interest to the Director (Capt. Laura Olsen) at email: [imcaptainlee@gmail.com](mailto:imcaptainlee@gmail.com)

PLEASE use the Subject heading: **Asst Jobs Program Director**

Include in your email:

- Name
- preferred email
- best phone number
- CAPCA member how many years?
- brief description of boating/captain background (power, sail, both)
- Do you actively work your license? If yes, please indicate in what capacities (e.g. delivery, training, charter, other)
- Reason(s) for your interest in the position

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## Seeking an Assistant *Log* Editor



By Priscilla Travis, *Log* Editor

Planning for the future, we are looking for someone who can be the **Assistant Log Editor starting ASAP**, with an eye to continuing as *The Log* Editor beginning **January 1, 2027**. Send your interest or questions to [pmtravis41@gmail.com](mailto:pmtravis41@gmail.com). Read the details below

### Requirements

- Word processing skills
- Formatting and editing text
- Inserting, manipulating, and editing images
- Proofreading and editing to AP or similar & CAPCA style guide standards
- Familiarity with general copyright law and fair use standards
- Staying current with Chesapeake area and east coast marine topics of interest to captains and the boating public

Articles are submitted by Board members and assistants and other members who find items of interest.

**Timetable:** Most of the work is done in the last week of the month and the first week of the succeeding month. The goal is to get *The Log* out before the 10th of each month (12 issues per year). A detailed *Log* preparation guide is available, and revising this guide as necessary is one of the editor's jobs.

**You do not have to attend any meetings – you make your own schedule.**

Send your interest or questions to [pmtravis41@gmail.com](mailto:pmtravis41@gmail.com). Include the following:

- Name
- Preferred email
- Best phone number
- CAPCA member how many years?
- Brief description of boating/captain background (power, sail, both)
- Do you actively work your license? If yes, please indicate in what capacities (e.g. delivery, training, charter, other)
- Reason(s) for your interest in the position

*Ed Note: In January 2017, I became The Log editor, succeeding Captain Jerry Friedman, who served for 140 issues over 11 years, guiding it from a brief, hastily-put-together postal mailing to an extensive digital newsletter that has become one of CAPCA's most-important communication channels, along with the new website, for its members. There's a nice profile of Captain Jerry on p. 7 of the [December 2016](#) issue of The Log.*

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## National Recreational Boating Safety Survey

Survey findings aim to inform future boating safety programs, education, and habits

Survey Expires **2/28/2029**

Boaters interested in volunteering are encouraged to sign up and participate by visiting, [https://norcfed.gov1.qualtrics.com/jfe/form/SV\\_0ezfBlrTYxLdG4e](https://norcfed.gov1.qualtrics.com/jfe/form/SV_0ezfBlrTYxLdG4e).

For more information about the survey, visit <https://uscgboating.org/statistics/national-recreational-boating-safety-survey.php>.

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## Key Bridge Lawsuit Update



### MD Settles with M/V Dali Owner in Key Bridge Collapse

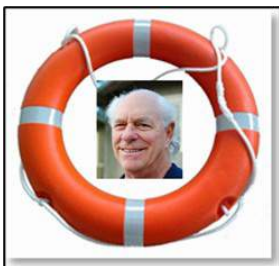
“On April 9, 2026, Maryland Attorney General Anthony Brown announced a settlement “in principle” between the state and Grace Ocean Private Limited and Synergy Marine Pte Ltd., owner and operator of the *Dali*. The settlement resolves a lawsuit brought against the vessel on behalf of state agencies including the Maryland Transportation Authority, Maryland Port Administration, and Maryland

Department of the Environment. The settlement details have not yet been released.” Full article in [Chesapeake Bay Magazine](#), April 14, 2026.

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## Safety Snapshot: Fire Extinguishers



### Provided By Alan Karpas, CAPCA Safety Coordinator

If you are making a delivery or doing owner training you should be familiar with the new Coast Guard fire extinguisher regulations for uninspected vessels under 65 feet. On July 1, 2025 the CG revised the fire extinguisher requirements. For U.S. recreational vessels less than 65 feet, the 2025 CG requirements are published in [33 CFR §175](#).

Just as a reminder here are the fire extinguisher classes:

#### **Class A – Ordinary combustibles**

- Materials: wood, paper, cloth, trash, plastics
- Common locations: homes, offices
- Typical extinguishers: water, foam, ABC dry chemical

#### **Class B – Flammable liquids & gases**

- Materials: gasoline, oil, grease, propane
- Common locations: boats, garages, fuel storage areas
- Typical extinguishers: foam, CO<sub>2</sub>, BC or ABC dry chemical

**Class C – Electrical fires**

- Materials: energized electrical equipment (wiring, panels, appliances)
- Key point: extinguishing agent must be non-conductive
- Typical extinguishers: CO<sub>2</sub>, ABC dry chemical

**Minimum Number of extinguishers (based on length)**

**Vessel Length - No fixed system in engine space**

Under 16 ft	1 (5-B)
16 ft to <26 ft	1 (5-B)
26 ft to <40 ft	2 (5-B)
40 ft to 65 ft	3 (5-B)

**Vessel Length - fixed system in engine space**

Under 16 ft	0
16 ft to <26 ft	0
26 ft to <40 ft	1 (5-B)
40 ft to 65 ft	2 (5-B)

Again, these are minimums of 5-B rated portable extinguishers (or equivalent).

You can substitute larger extinguishers (e.g., a **20-B** counts as multiple smaller ones).

**When extinguishers are REQUIRED**

You must carry them if the boat has: any of the following:

- Inboard engine
- Enclosed engine compartment
- Permanently installed fuel tank
- Closed living spaces
- Compartments where fuel vapors can accumulate

**Key exception**

A fire extinguisher is NOT required if ALL of these are true:

- Boat is under 26 ft.
- Outboard engine
- Portable fuel tank only
- No enclosed spaces where vapors can collect

**Type and approval**

- Must be USCG-approved marine extinguishers
- Rated **B-I (old) / 5-B (new)** or **B-II (old) / 20-B (new)** equivalents
- Must be **readily accessible and in serviceable condition** (charged, not expired)

To know if a marine fire extinguisher is “current” (USCG-compliant and usable), you need to check a few specific things. The Coast Guard doesn’t just care about expiration dates—it’s about condition, certification, and type.

## **Check the label: is it USCG-approved?**

Look for wording like:

“USCG Approved” or “Marine Type”

Classification such as B-I (5-B) or B-II (20-B)

**If it’s not labeled for marine use, it doesn’t count toward requirements.**

## **Check the manufacture date (this matters more now)**

For newer-style extinguishers (post-2018):

They are considered valid for 12 years from manufacture date

The date is stamped on the cylinder (not just printed on the label)

**For older extinguishers (pre-2018 models):**

They are generally considered expired as of **Jan 1, 2026**

Even if the gauge looks fine, they no longer meet USCG carriage requirements

**This is a big change that many boaters miss.**

## **Make sure it’s in “serviceable condition”**

The USCG requires extinguishers to be **fully operable**, which means:

- Pressure gauge is in the green
- Safety pin is in place and secured with a tamper seal
- No corrosion, leaks, or damage
- No clogged nozzle
- Label is legible

**If any of these fail → it doesn’t count.**

## **Important nuances**

A fixed engine-room suppression system reduces—but does NOT eliminate—portable extinguisher requirements.

Requirements are **minimums**—best practice is to carry **more and distribute them** (helm, galley, engine access, cabin).

Applies to **recreational vessels**; inspected/commercial vessels have additional rules under 46 CFR.

## **Practical tip**

If you’re unsure, the rule is:

**If it’s pre-2018 or you can’t find a manufacture date, replace it.**

They’re inexpensive compared to the risk—and the USCG has been enforcing the newer standard more strictly.

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## Lessons From a False Alarm at Sea



“When A PLB was mistakenly activated, it launched a rescue and delivered a humbling lesson. It took just minutes for our mayday beacon to ping off a NOAA satellite and reach the Coast Guard’s Southeast Command Center near Miami. When it was received, the emergency alert was simultaneously routed to a watchstander for verification and relayed to the crew of a Coast Guard helicopter for immediate response.”

[Read the full article](#) in *Soundings Online* for important details.

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## Licensed Captains who have MMCs that will expire, or have expired, between January 1, 2026 – May 31, 2026:

Due to the government shutdown, the USCG is currently unable to process renewals for mariner credentials. However, affected MMCs and medical certificates will remain valid through August 31, 2026 with this instruction: “Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential AND a copy of the attached letter while sailing under the authority of those credentials. The NMC will not issue separate or replacement MMCs or medical certificates reflecting the extension.” **For more information**, visit [here](#), and view letter below.

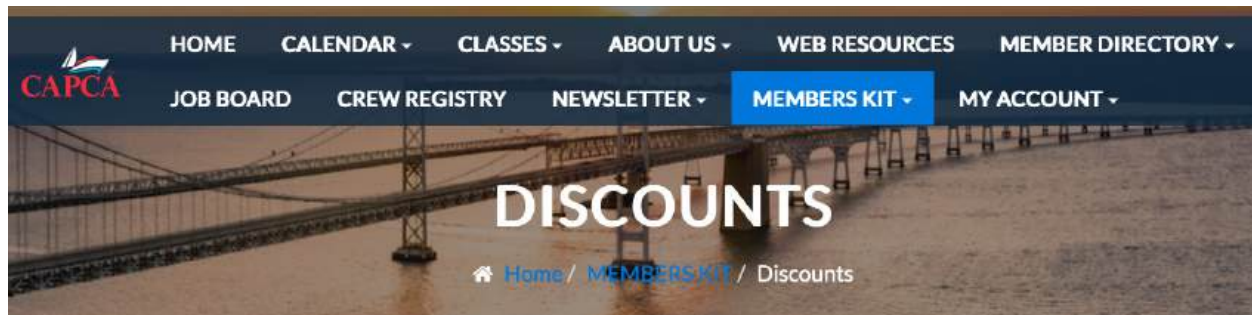
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## Member Benefit Spotlight: Mainers Learning System

New to *The Log* each month is a spotlight on one of our member benefits. This month’s spotlight is on **Mariners Learning System**, one of the many companies listed on our [member discount page](#).



### Mariners Learning System (MLS)

This month's Member Benefit Highlight features the Mariners Learning System (MLS). As CAPCA members, we receive a 10% discount by entering the CAPCA discount code as described [here](#) under the Member Discounts in the Members Kit tab. Scroll down to MLS.

If you haven't visited the MLS website lately, you should. MLS has expanded their coursework to include FCC Licensing, such as the [FCC MROP](#) Marine Radio Operator Permit. They also offer Assistance Towing and Sailing Endorsements.

Additionally, MLS maintains a reliable resource of [informative articles](#) with easily searchable topics. Their articles are written in clear concise language that is easily understood. It is common to find their articles at the top of internet search lists, either before or just after the USCG.

If you have been a member of CAPCA for more than two years, you may remember that CAPCA used to offer a captains renewal class in the spring and fall for our members who had not accrued 360 days of sea service during the previous five years. The instructor we used is no longer offering that renewal class, which prompted our board to reevaluate our class offerings. The board has decided to promote the current member discount offered by MLS for their renewal class, as well as recommend local schools who have historically offered quality renewal classes. Stay tuned for more developments about potential discounts at locally based resources as they become available.

Should you have any questions about MLS, feel free to reach out to CAPCA President Cheryl Duvall, an MLS 2018 graduate of their 25/50/100 Master Captain's License course and exam.

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For those who may be facing a renewal of their license soon, remember to **consider MLS as a potential USCG-approved education and testing resource.** Find your CAPCA discount code [here](#) and visit the MLS website to learn more about their renewal class.

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## 2026 Marine Career Expo Showcases Opportunities for Youth

The Eastport Yacht Club Foundation's annual Marine & Maritime Career Expo has been connecting local 11th and 12th graders with marine and maritime service and retail companies, trade schools, higher education institutions, military and government organizations since 2010.

CAPCA participated again this year, for the first time since 2020, to introduce the students to the notion of earning their captains' licenses and seeing professional seamanship as a potential career option.

Capt. Duvall, president of CAPCA, said, "This was a good opportunity to showcase a different perspective on professional seamanship to young people who are just beginning to think about their careers. It is also a great environment to connect with other area marine-industry leaders, raising CAPCA's profile among organizations that might need our members' services."



Capt. Kevin Wikar, Joe Rizzo, Rob Doolittle and Cheryl Duvall represented CAPCA at the event, which was held in a tent in the Bert Jabin Yacht Yard in Annapolis. Approximately 20 exhibitors participated in all, including Military Sealift Command, Maine Maritime Academy, Cecil College, Chesapeake Sailmakers, Watermark Journey, Chronic Sailing and the Marine Trades Association of Maryland.

Students from Anne Arundel high schools were brought to the yard by bus and given tours to the varied occupations represented in the boatyard. Many were seeking internships or other employment opportunities, while some were thinking further into the future while talking to representatives of the merchant marine education programs represented.

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## Chesapeake Bay Maritime Museum Seeks Apprentice Candidate



We're looking for a Boat Captain Apprentice to join the crew at the Chesapeake Bay Maritime Museum. This full-time, hands-on program offers real experience across a working fleet, from small workboats to historic vessels, with the goal of preparing for a USCG 100-ton Master's License. You'll train alongside licensed captains, build skills in navigation, seamanship, and marine systems, and log time on the water as part of a two-year program.

The apprenticeship includes pay and a place to live! Watch this short video (45 seconds) for contact information. <https://youtube.com/watch?v=MR4Y-MqeYG4>

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## West Marine Readies Possible Bankruptcy

<https://tradeonlytoday.com/industry-news/west-marine-readies-possible-bankruptcy/>

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## “Ahoy” from Your Membership Director



### By Captain Phil Gauthier, Membership Director

Current active membership stands at **361**. 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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## Visit the Ships Store. Summer is Coming.

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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## ABYC Happenings



By Captain John Wesley Nash  
ABYC Coordinator



**ABYC Announces 2026 Outstanding  
Technician Winners  
One Recipient Makes Maryland Proud**

The American Boat and Yacht Council (ABYC) has announced the recipients of its 2026 Outstanding Technician Awards during International Marine Service Technician Week, held April 20–24. Sponsored by CWR Wholesale Distribution, the awards recognized 10 technicians chosen from nearly 100 nominees. Now in its fifth year, the nominations were evaluated by a panel that included past Outstanding Technician Award recipients. As in previous years, one of this year’s honorees is a local technician.

**Adam Smith** – Senior Technician and Project Manager Marine Technical Services, Tracys Landing, MD.



ABYC established International Marine Service Technician Week as an annual event that honors marine service professionals who maintain and repair boats, engines, and marine systems. It celebrates their technical skills, safety leadership, and role in supporting recreational boating and maritime industries worldwide

Adam is an ABYC Marine Electrical Certified Technician. He has developed strong technical expertise through a blend of formal training, industry certifications, and extensive hands-on experience across a wide range of recreational vessels. His attention to detail and adherence to ABYC standards enable him to consistently deliver high-quality results. Beyond his technical contributions, Adam also supports team development by mentoring fellow technicians and working closely with an apprentice.

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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](mailto:webmaster@capca.net). We use Constant Contact for CAPCA announcements, which is a separate email list.

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

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## Website Spotlight: Chesapeake Bay



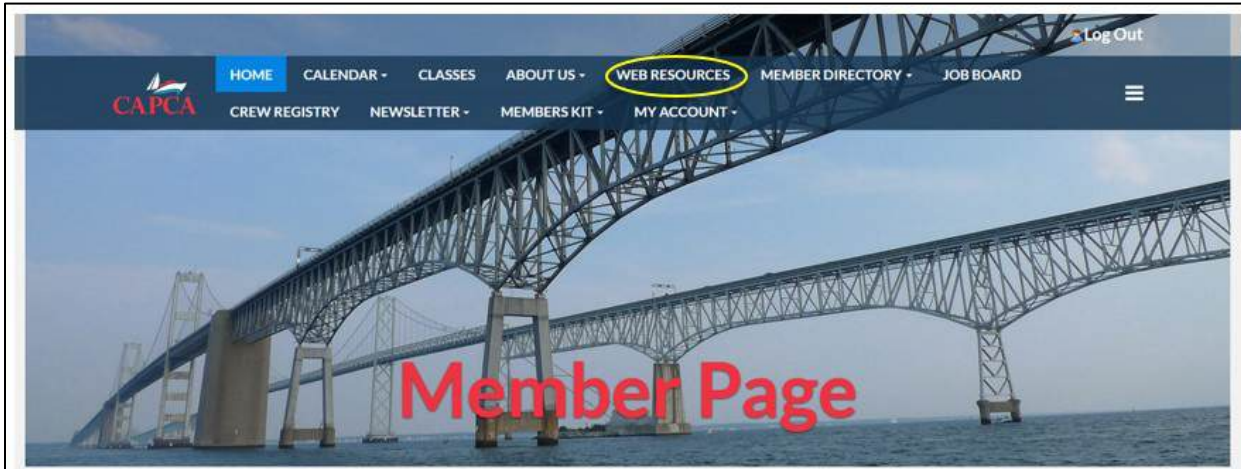
The web team works to make your website a timely resource that’s both informative and useful. It’s kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website’s features.

Please **bookmark** the **member login page** on all your devices so you can go right to the member side of the website. The members’ pages have more information

than the public pages. Everything you are likely to need is on the members' 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.**



### **WEB RESOURCES menu tab: Government Agencies**

- [Application for Vessel Inspection PDF - CG 3752](#)
- [Federal Communications Commission \(FCC\) licensing](#)
- [Federal Maritime Commission](#)
- [International Telecommunication Union \(ITU\) Maritime mobile Access and Retrieval System \(MARS\)](#)
- [Maryland Department of Natural Resources \(DNR\)](#)
- [Maryland DNR—Boating](#)
- [Maryland DNR—Eyes on the Bay \(water quality\)](#)
- [Maryland DNR Regulations - Title 08 state documents](#)
- [Maryland Emergency Management Agency](#)
- [Maryland Port Administration \(DOT\)](#)
- [National Maritime Center Home Page](#)
- [National Oceanic and Atmospheric Administration \(NOAA\)](#)
- [National Transportation Safety Board \(NTSB\)](#)
- [National Vessel Documentation Center](#)
- [NOAA EPIRB Registration](#)
- [U.S. Department of State travel website](#)
- [United States Coast Guard \(USCG\)](#)
- [USCG Boating Safety Division](#)
- [USCG Sector Maryland-NCR](#)
- [USCG Light Lists Online](#)
- [Virginia Boating Guide - Dept. of Game & Inland Fisheries](#)

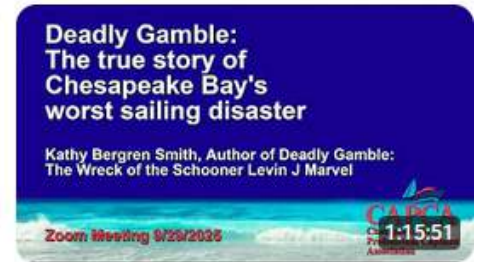
*If you have a website that you use and like, please send the URL (website address) to [webmaster@capca.net](mailto:webmaster@capca.net) and we'll add it to the category list for others to use. Also, please send us*

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](mailto:webmaster@capca.net).

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## Reminder: CAPCA Has a YouTube Channel



We prefer that you join us for the presentations 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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## Your Nautical Knowledge Quiz

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

1. Before using a fixed CO2 system to fight a machinery space fire, you must \_\_\_\_\_.
  - A. secure the engine room ventilation
  - B. secure the machinery in the engine room
  - C. evacuate all engine room personnel
  - D. All of the above
2. Which vessel is "underway"?
  - A. A vessel made fast to a single point mooring buoy
  - B. A purse seiner hauling her nets
  - C. A pilot vessel at anchor
  - D. A vessel which has run aground
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. 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

Answers on p. 23. No peeking!

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## 2026 CAPCA Board and Assistants

### OFFICERS

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Vice President	Davis Jones
Assistant Vice President	Greg Pabst
Secretary	Bob Thomson
Treasurer	Carl Bart
Past President	Tony Tommasello

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Continuing Education	Kevin Wikar
Jobs Program	Laura Olsen
Membership	Philip Gauthier
Programs	Hilary Howes
Webmaster	David Sire
Board Members at Large	Robert Doolittle, Priscilla Travis, Vacant

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Asst. Con Ed Director	Tate Westbrook
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Editor, Constant Contact	Priscilla Travis
Website Assistant	Priscilla Travis
CAPCA YouTube Video Editor	Bill Washington
Raffle Assistant	Greg Pabst
Speakers Bureau Coordinator	Vacant

### COMMITTEES

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Boat Shows	Rob Doolittle and Chuck Thompson
Programs and Events	Hilary Howes, Bob Thomson, Chuck Thompson, Davis

Budget and Finance  
Facilities

Jones, David LaMay  
Carl Bart, Adam Yearwood, Jim Kennedy  
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](mailto: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**

Priscilla Travis

**ABYC HAPPENINGS**

John Wesley Nash

**MEET THE CAPTAIN EDITOR**

Raymond "Busta" Jenkins

**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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## Answers to the Nautical Quiz

1. D      3. D  
2. B      4. B

