



November 2023

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Photo by Bill Washington

2023 CALENDAR

CAPCA Zoom meetings are open to the public. *Green denotes continuing education items.*

Nov. 27: In person. **Members only** Annual General Membership Meeting and dinner. Registration and payment required. **Deadline for registration is Nov. 20.** <https://www.capca.net/calendar-public/speakers>

December – no meeting. Enjoy the holidays!

The CAPCA calendar, with details of all CAPCA speakers, courses, and events, is available on the website on the CALENDAR menu tab. It's updated as new information becomes available.

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View from the Helm



By Captain Vicki Saporta, CAPCA President

As the recreational boating season comes to a close this year, so does my tenure as CAPCA President. It has been a pleasure serving as your President the last two years and working with a dedicated Board of Directors to build on the solid foundation of the past and move the organization forward. I will continue on the Board for an additional year as Past President to ensure a smooth transition.

I started as President as we were coming out of COVID and was happy that CAPCA could once again offer in-person continuing education courses and start conducting our in-person annual November membership dinner meetings. Not only did we begin to offer our usual Captain Renewal and First Aid/CPR classes, but this year expanded to offer Medical Emergencies at Sea: Beyond First Aid; Electronic Charting, Voyage Planning and Simulator; Practical Marine Radar; and Navigation classes.

In addition to our monthly Zoom membership meetings with robust and interesting speakers, we plan to offer an additional in-person membership meeting with a speaker in March. All of our monthly Zoom speaker presentations can be found on our [YouTube channel](#) for those who were not able to attend the meetings. We were also pleased to have our members invited to participate in the American Schooner Association's monthly virtual speaker presentations.

We've been delighted to expand our membership this year to more than 300 captains! We've increased the number of jobs being posted on our Jobs Board so members have increased opportunities for various types of employment. We've also expanded benefits and [discounts](#) on Marine License and Professional Liability Insurance from 360 Coverage Pros and Weather Routing through PredictWind, which can be found on the member side under the [Members Kit](#) menu tab. Members can also access our self-serve [Mentoring](#) and [Speakers Bureau](#) pages at these blue links or directly on the member side of the website.

We were pleased to be able to copyright our logo designs and make a membership logo available to members to use on their websites and business cards. Hope you've enjoyed receiving your CAPCA mugs, pins, and stickers! We appreciate your continued membership and your acknowledgement of complying with our Code of Ethics.

In terms of outreach, we recently redesigned our website and the public as well as members now have access to *The Log*, our monthly newsletter. We redesigned our rack cards for distribution at the boat shows and marinas, as well as our ads in *Portbook*, *Spinsheet* and *Proptalk*. We have also continued to provide valuable information on our Twitter (X) feed.

I have enjoyed representing CAPCA through presentations I've been invited to make at the Annual Meeting of the Atlantic Intracoastal Waterway Association, and meetings of Singles on Sailboats and

the Annapolis Sail and Power Squadron. I've covered topics including CAPCA's Perspectives on the ICW, Getting Your Captain's License, and Volunteer Opportunities.

CAPCA is an all-volunteer organization and our activities would not be possible without the hard work of our Board of Directors and other volunteers. We've kept the organization on solid financial footing and provided valuable services to both our members and the general public.

I am pleased that we have been able to recruit three new Board Members and Directors for the 2024 Board. Tony Tommasello has graciously agreed to serve as President and Cheryl Duvall and Mike Clark have agreed to serve as Program and Events Director and Communication Director, respectively. They will join existing Board Members, Hans Hoffmann, Davis Jones, Priscilla Travis, Carl Bart, and Robert Young on the slate that you will vote on at November's meeting. Completing their two-year terms and continuing on the Board next year are also Dave Sire, Alan Karpas, and Phil Gauthier. They all deserve our gratitude and support.

I look forward to seeing many of you at our in-person membership dinner meeting on November 27. We will begin with a reception at 5 p.m., followed by our business meeting to elect officers and approve next year's budget, and end with a delicious dinner. Don't forget to RSVP to the Constant Contact email. Registration is required!

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Slate for Election at the Members-only Nov. 27 Dinner Meeting

You must attend to cast your vote. Please [register by November 20](#) for the dinner meeting.

Officers: One-Year Term

President, Tony Tommasello

Vice-President, Hans Hoffmann

Asst. Vice-President, Davis Jones

Officers: One-Year Extension

Secretary, Priscilla Travis

Treasurer, Carl Bart

Directors: Two-Year Term

Communication Director, Mike Clark

Programs and Events Director, Cheryl Duvall

Director: Two-Year Extension

Jobs Program Director, Robert Young

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USCG Broadcast Notices to Mariners Available Via E-mail

All the USCG's 37 Sectors and 9 Districts are now actively transmitting BNMs. The USCG has augmented the required VHF radio delivery method by providing real-time information directly to registered devices **via e-mail**. Through the **free online subscription service**, [Gov Delivery](#), mariners can subscribe to selected topics and receive **via email**, Broadcast Notice to Mariners (BNM) in their chosen geographical area.

Mariners can now use the subscription service to plan for underway periods and receive updates to navigational hazards in near-real-time without having to wait for scheduled VHF broadcasts.

To receive BNMs via email for your waterway of choice, go to the [RSS feed page](#) and select the district or individual sector link of your choosing and enter your email address.

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First of Two New Anne Arundel Fireboats to Arrive in Spring 2024

From *The Bay Bulletin*, Oct. 30, 2023.



"Two 50-foot-long, Metal Shark Defiant NXT Monohull Pilothouse Fireboats are being built in Louisiana, due to be delivered in spring and summer 2024. The Anne Arundel County Fire Department serves a county with 533 miles of shoreline.

Metal Shark says the Defiant boats offer 'faster speeds enabling shorter response times, greater pumping volume increasing firefighting effectiveness, and a next-generation design

improving efficiency while affording greater safety to firefighters.'

The first boat will be christened in the spring and the fire department says a member of the community will be able to name it. **They're now soliciting nominations for names from Anne Arundel County residents and teachers in county classrooms.** You can submit your ideas from now until **Nov. 30, 2023**. Use this link to make your suggestion: [Name Our Boat](#). Once the names are compiled, the top names will be on social media for a vote."

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Green Light for Largest US Offshore Wind Farm

Mike Shuler, [gCaptain](#), October 31, 2023

“The Biden Administration has given its approval for Dominion Energy’s [Coastal Virginia Offshore Wind](#) (CVOW) project, marking the U.S. largest offshore wind project to receive federal approval to date.

CVOW also marks the fifth approval of a commercial-scale, offshore wind energy project under President Biden as the administration seeks to deploy 30 gigawatts of offshore wind energy capacity by 2030.

The approval follows the green light given to the Vineyard Wind 1, South Fork Wind, Ocean Wind 1, and Revolution Wind projects. Together, these five projects will contribute over 5 gigawatts of clean and renewable energy to the national grid, providing power to more than 1.75 million homes.



Situated approximately 23.5 nautical miles off the coast of Virginia Beach, the CVOW commercial project stands as the largest offshore wind project to date. The project will include the installation of up to 176 wind turbine generators, each with a capacity of 14.7 megawatts. With a capacity of around 2,600 megawatts, it will generate enough electricity to power over 900,000 homes.

The construction phase of the project is expected to create around 900 jobs annually, while the operations phase will support an estimated 1,100 jobs each year in the Virginia’s Hampton Roads area.”

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USCG Rescues 4 sailors from Capsized Catamaran 150 miles Offshore

“Portsmouth, Va. Oct. 22, 2023: The Coast Guard rescued 4 Canadian mariners Saturday from an overturned 60-foot catamaran, about 140 miles southeast of Wilmington, North Carolina.

The Coast Guard 5th District Command Center in Portsmouth, Va. received a signal from an Emergency Position Indicating Radio Beacon (EPIRB) at 12:18 p.m. from the Moon Dragon, a yacht that charts between the Mid-Atlantic and the Virgin Islands.

An HC-130 Hercules airplane crew from Coast Guard Air Station Elizabeth City launched in response to the EPIRB signal. Once on scene, the crew spotted the overturned vessel and a covered life raft. The survivors in the raft used a radio to contact the overhead HC-130 crew and request assistance.

The Coast Guard launched an MH-60 Jayhawk helicopter crew from Air Station Elizabeth City and directed them to the location. Once on scene, the Jayhawk crew safely hoisted all 4 people aboard, returned to Air Station Elizabeth City, and transferred them to an awaiting crew from Pasquotank-Camden EMS. No injuries were reported.”

Read the rest of the story and watch the USCG helicopter hoist video [HERE](#)

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Get Your Free CAPCA Member Stickers!

Display your membership and help advertise CAPCA. Members can get **three (3) FREE** by sending an e-mail to treasurer@capca.net. **Put your name and address in the e-mail.**



The stickers are weatherproof vinyl, 3" x 4.5." They will look good on your car or boat.

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NEW CAPCA Two-sided Rack Cards

Help promote CAPCA to the public and prospective members wherever you can distribute some rack cards: marine stores, marinas, boat clubs, boat shows, etc. One side is "Need a Coast Guard-Licensed Captain?" and the other side is "Have a Coast Guard Captain's License? Join Us."

Request cards by sending an e-mail to treasurer@capca.net. Put your name and address in the e-mail and say how many cards you would like.



(The printing is sharp on the cards: this is a screenshot)

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NMC: Credential Production Issues Have Been Resolved

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



“National Maritime Center (Martinsburg, WVA) — On April 7, the National Maritime Center (NMC) reported on technical difficulties with its credential production equipment. These equipment issues led to delays in issuing merchant mariner credentials (MMCs).

These issues have been resolved, and the NMC has announced that production and issuance times have returned to normal. Mariners who are approved to print can expect their credential to be produced and issued within two to three business days.

As always, mariners can expect to receive a status update email at each stage of the application, including upon issuance of their credentials. To check your status and get the most up-to-date status information, use the [online status tool](#), contact the NMC via Live Chat, or call 1-888-IASKNMC (427-5662).

If necessary, mariners can request expedited mailing of their MMC or medical certificate, which includes the ability to track the package. Full instructions detailing the expedited mailing process are provided on the [NMC website](#).

For a complete list of important announcements, see the NMC announcements on the [NMC homepage](#).”

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Jobs Program Report for October 2023



By Rob Young, Jobs Program Director

Ten jobs were posted between October 1 and November 2.

Power-6

Sail-4

FT and PT captains – 2

Crew –1

Charter and instruction – 1

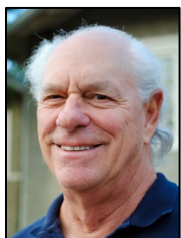
Instructor – 1

Delivery – 5

There will be a complete jobs report at the November 27 Dinner meeting.

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Continuing Education Report



By Captain Alan Karpas, Continuing Education Director

We will be announcing the 2024 continuing education courses soon.

CAPCA is always looking for educational topics of interest to our members. Please let me know if there are any subjects that you would like us to present.

Capt. Alan Karpas

education@capca.net

303-767-5905

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Speaker Summary: “The Latest Advancements in Shipboard Navigation,” Oct. 23, 2023

Phil Mitchell is the owner of Electronic Marine, Annapolis, MD. Phil and his technicians have multiple marine certifications, including ABYC Certified Technician. Phil presented the features and capabilities of some new B&G, Garmin, Raymarine, and KVH products.

[Watch the video of the October 23, 2023 meeting](#) for the details about the new electronics summarized below.

B&G H5000 chart plotter. It's graphic display is great example of the capabilities of the B&G technology. H5000 has a 5" sunlight viewable color display with a straightforward user interface. It features extremely wide viewing angles while displaying the sailing data in digital or graphical form. Designed for sailing, it is packed with features, including SailSteer, Start Line, WindPlot, Laylines, MOB and more.

Garmin GPSMAP® 8616 Chart plotter GN+. The GPSMAP®8616 chartplotter features a 16" full HD in-plane switching touchscreen display for wider viewing angles, superior clarity, and sunlight readability, even with polarized sunglasses.

Raymarine Axiom 2 Pro combines chartplotter, sonar, radar, autopilot, and video into a powerful all-in-one navigation system.

KVH is the tech leading the global high-speed communications market at this time. See the **TracNet™ H60 Ku-Band Antenna with TracNet Hub.**

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Meet the Captain



Edited by Captain Cheryl Duvall

Meet Captain Rob Chichester



Captain Rob Chichester has recently retired from a long career as a Lead Engineer and Manager in the telecommunications and defense industries. Rob has a BS in Electrical Engineering and Applied Physics from [Case Western Reserve University](#) and an MS in Solid State Physics from [Stevens Institute of Technology](#). He retired from [Miku, Inc.](#) in Woodbridge, NJ where he was the Director of Embedded Software. As this issue of *The Log* goes to press, Rob and his wife Carol are busy moving into their new home in Delaware.

Rob's first maritime experiences came when he was a crewman aboard the Chesapeake Lightship in the mid-70s. In those days, the Lightship was a National Park Service platform for history and environmental studies, and the crew were all high school-aged boys. The Lightship program had a fleet of vessels associated with it, including sailboats. Eventually, Rob became the captain of a 45-foot harbor tug. And Rob has been in love with sailing ever since.

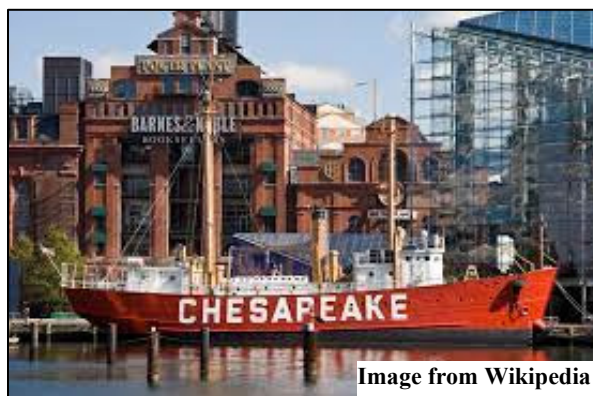


Image from Wikipedia

College, work, grad school, and marriage deferred any boating activities until the late 1980s. But since 1989, he hasn't missed a year of sailing. In 1993, Rob joined the [Sailing Club](#) and became a club-qualified skipper two years later. He held several posts within the club including Commodore and Training Coordinator. Rob loves sailing the Chesapeake Bay and will passionately share that love with anyone who will listen.



Rob holds a 200-Ton Master's license with Auxiliary Sail and Assistance Towing endorsements. He is the owner and operator of the 41-foot sloop *Bay Poet* based out of Rock Hall, MD. Through his company, [Chesapeake](#)

[Flotillas, LLC](#), he has participated in and is [available for yacht deliveries](#) along the Atlantic seaboard from Boston to the Carolinas.

Rob has also planned and executed charters all over the Chesapeake Bay, Europe, and the Caribbean. His favorite overseas destination is Croatia. He has been a speaker on several topics at [Cruisers' University](#) and worked two seasons as a Relief Captain aboard the 115-foot [Schooner A.J. Meerwald](#), the state tall ship of New Jersey. Now that he has retired, he looks forward to working his license more regularly.

Rob loves planning and executing cruising events for family, friends, and clients. His [essays and poems](#) on sailing have been published in the Sailing Club's newsletter and elsewhere. Rob also has a [blog on various sailing topics](#). Additionally, he is a contributing author for [My Boat Life](#), a digital magazine. His articles are available at [this link](#).

When it comes to sailing, Rob believes that the journey IS the destination. His memorable boating experiences include skippering in two Lucent Regattas in the Netherlands (1999 and 2000), skippering the 45-foot tugboat for the National Park Service while in high school, and delivering a seminar on the History of African American Sailors during the Great Chesapeake Bay Schooner Race.

And...in case you were curious, Captain Rob is the 12th one-half cousin, three times removed, of [Sir Francis Chichester](#).

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“Ahoy” from Your Membership Director



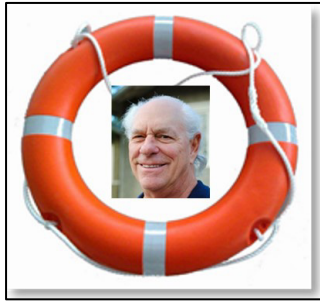
By Captain Phil Gauthier, Membership Director

Current active membership stands at 301. Please help spread the word to all the non-member captains that you know about the professional development opportunities and benefits, including numerous discounts, that come with a CAPCA membership. Recruiting rewards also apply!

An updated list of the new members for the calendar year is available on the member side of the website on the menu item Member Directory, dropdown New Members.

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Safety Snapshot – Personal Locator Beacons Improve the Chance of Rescue at Sea



Provided by Alan Karpas, Safety Coordinator

Thinking about a holiday gift for yourself or a family member? What about a PLB?

December 27, 2022. NTSB *Safety Compass Blog*

By Morgan Turrell, Director of the Office of Marine Safety

“New Year’s Eve is a time of celebration and remembrance. Three years ago, on December 31, 2019, as the new year was being rung in across the lower 48 states, a tragedy was playing out in icy Alaskan waters. The fishing vessel [Scandies Rose](#), with seven crew members aboard, encountered severe icing conditions and high winds and waves as it transited from Kodiak to fishing grounds in the Bering Sea. The crabber tried to make it to Sutwik Island to shelter from the storm; however, because of the weight of the topside ice that had accumulated on the vessel and the force of the winds and waves, the *Scandies Rose* capsized and sank before reaching safety.

Two crewmembers managed to climb out of the capsized ship and swim to a life raft, where they were tossed about for 4 hours in 50-mph freezing winds and 30-foot seas. Search-and-rescue (SAR) operations, hampered by the poor weather conditions and unsure of the survivors’ location, struggled to find them. Eventually, a Coast Guard helicopter rescued the two crewmembers, but the remaining five were never found.

Our investigation into this accident found that the *Scandies Rose*’s emergency position indicating radio beacon (EPIRB) failed to provide a position after crewmembers were forced to abandon the vessel. The crew was left without a means of communicating with SAR personnel, who, going off the EPIRB information, were searching in the wrong area. As a result of this situation, we reiterated a 2017 recommendation ([M-17-45](#)) to require mariners to have personal locator beacons (PLBs).

This recommendation asks the Coast Guard to require that all personnel employed on vessels in coastal, Great Lakes, and ocean service be provided with a PLB. Unfortunately, this recommendation is still open.

A PLB is a personal electronic device that transmits a survivor’s location on or in the water to the Search and Rescue Satellite-Aided Tracking system during an emergency. It’s designed to be carried in a person’s life vest (or elsewhere on their body) and manually activated when the wearer is in distress. PLBs continuously update a survivor’s location.



PLBs are now widely available, relatively inexpensive, and remarkably accurate. Models typically cost \$300–\$400, and most offer GPS location functionality that can provide SAR operations with a

continuously updated location of each person to within 300 feet. PLBs can be equipped with an integrated automatic identification system (AIS) “Man Overboard” alert that, in addition to satellite GPS location, transmits AIS signals for local assistance from nearby vessels.

The NTSB has been advocating for PLBs for many years now. The Coast Guard should require them, but the marine industry doesn’t have to—and shouldn’t—wait for a Coast Guard requirement to make PLBs a common piece of safety equipment on commercial vessels.”

Read the rest of the article [HERE](#).

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UPDATING YOUR E-MAIL ADDRESS and OTHER INFORMATION

Members have **two** places to update their email addresses if it changes:

1. Members: On the **MY PROFILE** menu tab 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.

2. Also **please email webmaster@capca.net with your new e-mail address**. We use Constant Contact for CAPCA announcements, which can only be updated by the web team. **You’re in control of your data!** CAPCA relies on accurate information to communicate with you by Constant Contact and to administer your membership (renewal reminders, etc.).

If you are a **non-member who is on our mailing list and your e-mail changes**, you will have to sign up again to stay on the CAPCA non-member mailing list. Look for this box near the bottom of the [CAPCA home page](#) and click on the “Sign up here” link.

JOIN OUR MAILING LIST

Would you like to receive our emails? You don't have to be a member to receive notices about upcoming speakers at CAPCA meetings and our maritime class offerings.

[Sign up here.](#)

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ABYC Happenings



By Captain John Wesley Nash
ABYC Coordinator



ABYC Encourages Review of USCG 2022 Recreational Boating Statistics

A few months ago, as a tool to stay informed and safe, ABYC encouraged members to review the *USCG 2022 Recreational Boating Statistics*.

The Coast Guard issues this report annually. The 2022-year version is the 64th annual report. The publication contains statistics on recreational boating number of accidents, deaths, injuries, and losses of vessels. The statistics are reported per State vessel registration. The publication is a result of the coordinated effort of the Coast Guard and those States and Territories that have Federally approved boat numbering and casualty reporting systems.

The statistics in the publication cover boating accidents reported on waters of joint Federal and State jurisdiction. Federal regulations require the operator of any vessel used for recreational purposes to report any the following type of occurrences:

- 1) A person dies; or
- 2) A person disappears from the vessel under circumstances that indicate death or injury; or
- 3) A person is injured and requires medical treatment beyond first aid; or
- 4) Damage to vessels and other property totals \$2,000 or more; or
- 5) There is a complete loss of any vessel

Some States have more stringent requirements for reporting additional types of occurrences, but that information is not included in this publication.

The Executive Summary of this report reveals very interesting and useful information. It states the following:

- In calendar year 2022, the Coast Guard counted 4,040 accidents that involved 636 deaths, 2,222 injuries and approximately \$63 million dollars of damage to property as a result of recreational boating accidents.
 - The fatality rate was 5.4 deaths per 100,000 registered recreational vessels. This rate represents a 1.8% decrease from the 2021 fatality rate of 5.5 deaths per 100,000 registered recreational vessels.
 - Compared to 2021, the number of accidents decreased 9.0%, the number of deaths decreased 3.3%, and the number of injuries decreased 15.9%.
- Where cause of death was known, 75% of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 85% were not wearing a life jacket.
- Where length was known, 3 of every 4 boaters who drowned were using vessels less than 21 feet in length.
- Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 16% of deaths.

- Where instruction was known, 74% of deaths occurred on boats where the operator did not receive boating safety instruction. Only 14% of deaths occurred on vessels where the operator had received a nationally approved boating safety education certificate.
- There were 173 accidents in which at least one person was struck by a propeller. Collectively, these accidents resulted in 41 deaths and 182 injuries.
- Operator inattention, operator inexperience, improper lookout, excessive speed, and machinery failure ranked as the top five primary contributing factors in accidents.
- Where data was known, navigation rules violations were a contributing factor in 50% of accidents, 35% of deaths, and almost 60% of injuries.
- Collisions (with vessels, objects, groundings) were the most frequent first event in accidents, attributing to 55% of accidents, 21% of deaths, and 53% of injuries.
- Where data was known, the most common vessel types involved in reported accidents were open motorboats (47%), personal watercraft (18%), and cabin motorboats (14%).
- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (47%), kayaks (14%), personal watercraft and pontoons (both 9%).
- The 11,770,383 recreational vessels registered by the states in 2022 represent a 1.6% decrease from last year when 11,957,886 recreational vessels were registered.

TOP FIVE PRIMARY ACCIDENT TYPES						
Accident Rank	Accident Type	Number of Accidents		Number of Deaths	Number of Injuries	
1	Collision with recreational vessel	1085		39	512	
2	Collision with fixed object	477		57	314	
3	Flooding/swamping	422		74	93	
4	Grounding	350		12	208	
5	Falls overboard	260		175	98	
VESSEL TYPES WITH THE TOP CASUALTY NUMBERS						
Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open motorboat	191	101	292	1158	1450
2	Personal watercraft	24	30	54	549	603
3	Pontoon	36	18	54	147	201
4	Canoe/kayak	118	14	132	63	195
5	Cabin motorboat	15	10	25	163	188
LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH						
Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket			
			Worn	Not Worn	Unknown if worn	
1	Drowning	445	64	370	11	
2	Trauma	120	45	70	5	
3	Cardiac arrest	12	3	9	0	
4	Hypothermia	7	6	1	0	
5	Other	6	1	4	1	
TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS						
Accident Rank	Contributing Factor	Number of Accidents		Number of Deaths	Number of Injuries	
1	Operator inattention	602		45	308	
2	Operator inexperience	464		69	249	
3	Improper lookout	387		22	234	
4	Excessive speed	320		35	288	
5	Machinery failure	289		13	69	
6	Weather	221		44	77	
7	Alcohol	215		88	148	
8	Navigation rules violation	205		26	128	
9	Hazardous waters	184		48	75	
10	Force of wake/wave	137		5	118	

John Wesley Nash: Every year since 2015 I have reviewed the USCG annual recreational boating statistics publication. Having the honor of teaching several courses in maritime safety and skills yearly, this publication provides a plenteous amount of information I use in my courses and seminars. If you teach your students what others have done wrong, they can learn what's necessary to do things right. Such information could save themselves or their passengers from serious injury or even death.

My general assessment, after reviewing several years of the USCG annual recreational boating statistics, is that the greatest possibility of becoming involved in a serious occurrence requires being 36 to 50 years old with 100 hrs. to 500 hrs. of experience while operating a 16-ft. to 26-ft. open motorboat in calm waters with good visibility between 4:30 pm and 6:30pm on a Sunday in July. Remember, complacency is a killer!

Want to review the *USCG 2022 Recreational Boating Statistics* yourself, see:

<https://t.co/TjKVoG04ZO>

.....
A major benefit of being a CAPCA member includes free access to all ABYC standards and technical information. To access the members-only side of the [ABYC website](#) you need the 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 (C).

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Website Spotlight:



Members have access to many resources when they **log in to the members side** of the website. 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 e-mail webmaster@capca.net if you find broken or outdated links or if you have a link you think should be added to Web Resources.

Please **bookmark** the [member login page](#) on all your devices so you can go right to the member side of the website. Everything you are likely to need is on the member side, but occasionally take a look at the public side, to see what the rest of the world sees.

Members, please use the CAPCA "Web Resources" menu tab for quick access to websites you may need. No Googling to find a website or keeping a lot of bookmarks on your devices. This menu tab is one of the most useful features for members.

Some of the lists on the Web Resources tab have more items than can be shown on one page, so we recommend that when you go to a category list, you select "All" in the small box on the right with the down arrow.

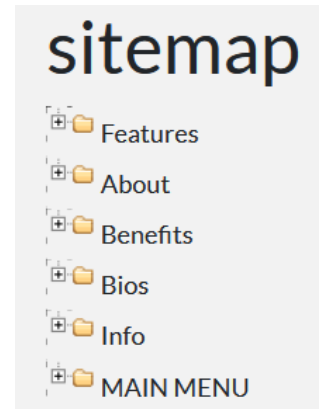


This month's spotlight is on the website organization "Where can I find . . . ?" In January 2017 the CAPCA website appeared with a major redesign, and 2018 and 2023 it was further upgraded (to improve the organization of the information and to see if you have been paying attention).



One way to find what you want is to click on the convenient blue **Site Map** button that appears on the **bottom left corner of every webpage**.

The Site Map button reveals a list of categories of information. Click the **+** **sign** next to a category to get links to the information. This can be a fairly quick way to find what you want, and it's also a way to see what is not immediately evident from the menu tab names. The site map on the member side has more links than on the public side.



Explore the Site Map and menu tabs to see what you can find and use! *Please send us suggestions for other features you would like to see on your website, or if you spot a problem. E-mail webmaster@capca.net.*

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Psssst! Do You Know that CAPCA Has a YouTube Channel?



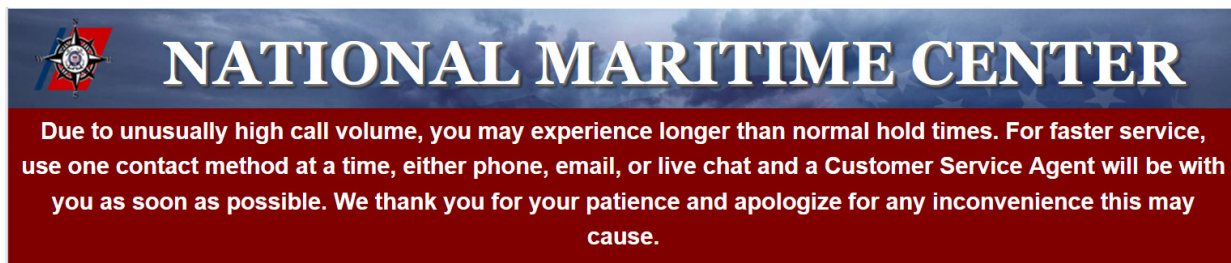
This box is on the public and members home page, with a link to the YouTube page. We post the videos of our CAPCA ZOOM speakers here.

If you want to check it out right now, here's the link:

<https://www.youtube.com/channel/UCfJVGcj7vleSle0wkZ2dilg/videos>

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The NMC Website Has Been Updated



Check out the improved navigation and other changes that make it easier to find things. [CLICK HERE](#) to go to the NMC website.

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CAPCA Code of Ethics Statement Check Box – NEW!

The CAPCA Board recently voted to ask members to review and agree to the CAPCA Code of Ethics. Members will do so by checking a box when they renew their membership. New members will do the same.

Emeritus members do not have to renew their membership, so we ask emeritus members to review the CAPCA Code of Ethics at <https://www.capca.net/about-capca/code-of-ethics>

MY ACCOUNT MENU

- [View/Edit Profile](#)
- [Renew Membership](#)

Avatar

You have an option to upload a photo of yourself. It's nice for others to be able to put a face to your name, but it's not required.

Code of Ethics

When renewing your membership, you must check the box indicating you have read and agree to abide by the [CAPCA Code of Ethics](#). Click the link to open the code of ethics in a new browser tab. Emeritus members do NOT have to renew.

Subscription Renewal

Please check your profile for any needed updates.
Then, scroll to the bottom and click the "Renew Membership" button.

First Name * CAPCA

Last Name * Member

CAPCA Ethics * ☐ I have read and agree to abide by the CAPCA Code of Ethics. (See sidebar for link.)

Email * member@gmail.com

Organization

Address * 123 Main Street

Address2

City * Annapolis

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CAPCA Logo for Members' Use

CAPCA members in good standing are permitted to use the CAPCA member logo on their business cards, websites, and documents to display their membership.

Two sizes of the member logo are available in the MEMBERS KIT on the CAPCA website (<https://capca.net/member-kit/capca-logos>). Clicking on the logo images will download them directly to your downloads folder.

The images are borderless and have a transparent background.

The large logo is 560 x 425 pixels. The small logo is 150 x 114 pixels. Either may be resized to fit your use.



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Visit the Ship's Store. It's almost winter!



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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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.

We have started a series of short feature articles for *The Log* about the volunteer activities you are doing. The purpose of this is to (1) showcase 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 area boating magazines to increase CAPCA's visibility.

If you would like to share your volunteer activity related to maritime or related interests, please send.

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

Send to logeditor@capca.net

Let's help make CAPCA members and the boating public aware of how and where to volunteer.

Thanks very much.

Priscilla Travis, Log Editor

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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 loaded 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 at <https://capca.net/member-kit/mentoring>.

From here you can browse for a mentor on a specific subject (as soon as we get some posted) or sign up to share your own knowledge with other members.

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Earn rewards for recruiting new members!

Rewards are based on a rolling two calendar years

- Recruit 2 members within two calendar years - receive a CAPCA mug
- Recruit 3 members within two calendar years - receive a CAPCA ball cap
- Recruit 5 new members within two calendar years - receive a free one-year membership (Emeritus members receive a CAPCA shirt since they don't pay for membership.)

We'll keep track through the membership database, so **remind your recruits to include your name when asked, "How did you find CAPCA?"** in the online application. Rewards will be calculated after the first of each year.

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Uninspected Passenger Vessel Exams



CAPCA member Bruce Johnson is a USCG Licensed Master, as well as a member of the U.S. Coast Guard Auxiliary designated as a UPV examiner. Captain Johnson is available to do Uninspected Passenger Vessel exams for those who want them. Members can request UPVEs or ask questions any time by emailing him at bruce.johnson@cgauxnet.us or calling 410.707.1682 and leaving a message.

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

Uninspected Passenger Vessels (UPVs) are vessels not subject to Coast Guard inspection that are less than 100 gross tons with 6 or fewer passengers, including at least one passenger for hire. UPVs may also include vessels over 100 GTs but less than 300 GTs that carry not more than 12 passengers, with at least one being a passenger for hire. All UPVs must be under the direction and control of an individual credentialed by the Coast Guard. The original license or Merchant Mariner Credential (MMC) must be aboard and available for immediate presentation to CG officials whenever passengers are being carried for hire. There are additional equipment and performance requirements for UPVs.

Bruce Johnson

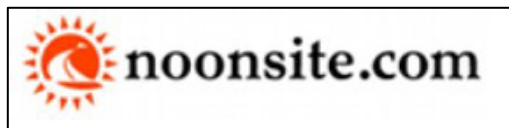
Division Chief, Youth Programs (DVC-SY)

410.707.1682 (mobile)

bruce.johnson@cgauxnet.us

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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 for worldwide port information and it's updated DAILY as conditions change.

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BOATU.S. East Coast Alerts – Free to BoatU.S. Members

BoatU.S. East Coast Alerts Email Signup

Receive via email FREE "BoatU.S. East Coast Alerts," published every two weeks by long-time liveaboard authors and cruisers, Tom and Mel Neale. Get the latest Coast Guard and U.S. Army Corps of Engineers updates and late-breaking news about things that you need to know if you're boating along the East Coast, ICW, Chesapeake and in the Bahamas. Interim updated Special Alerts are emailed as they happen. Includes Districts 1,3,5 and 7 and General Announcements.

Sign up here: <https://www.boatus.com/subscribe>

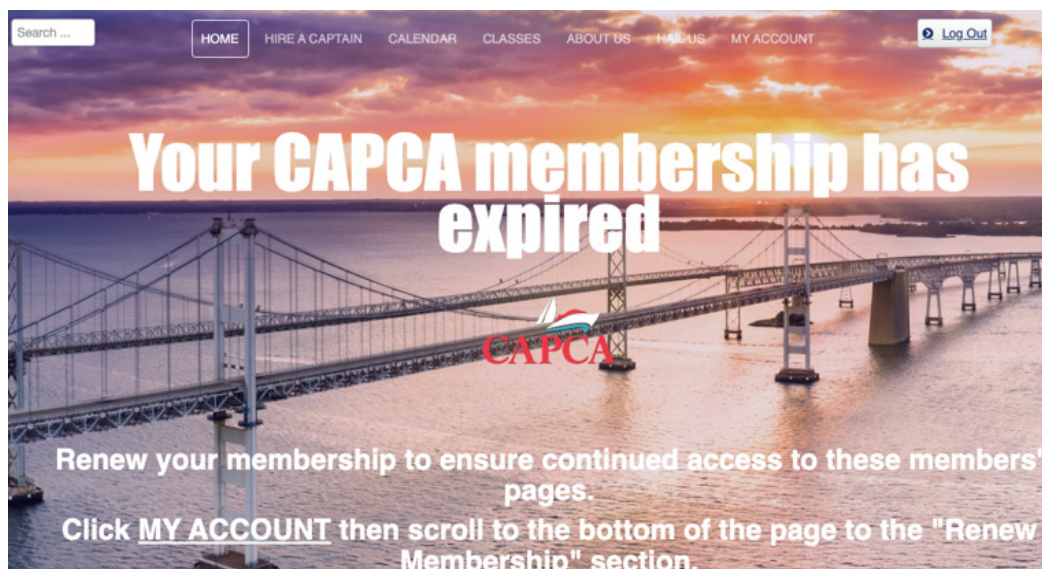
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Membership Renewal Reminder

When you renew your membership, the renewal is tacked on to the end of your current year. For example, if your subscription expires on June 4, and you renew any time before that date, your new subscription will start on June 4 and run for another year.

You **don't have to wait to renew** until you receive one of the **three automated reminder e-mails** we send you (30 days and seven days before expiration, and five days after expiration). Renew early! **Make sure your e-mail address is up to date.**

If your membership expires, you will see this header **during the 60-day grace period**. You will only have access to MY ACCOUNT. After 60 days you are no longer a member so you can't log in, and **you'll have to join as a new member.**



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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 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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Your Nautical Knowledge Quiz

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

1. A red triangular daymark marks _____.
 - A. the centerline of a navigable channel
 - B. the starboard side of a channel
 - C. a prominent object of navigational interest that has no lateral significance
 - D. an area of a channel where passing another vessel is permitted
2. The visible range marked on charts for lights is the _____.
 - A. minimum distance at which the light may be seen with infinite visibility
 - B. minimum distance at which the light may be seen based on a 12 mile distance to visible horizon
 - C. maximum distance the light may be seen restricted by the height of the light and the curvature of the earth
 - D. maximum distance at which a light may be seen in clear weather with 10 miles visibility
3. What is the expected range of a VHF radio transmission from a vessel to a shore station?
 - A. about 20 miles
 - B. 50 - 100 miles
 - C. 100 - 150 miles
 - D. 150 - 200 miles
4. How is the crew informed of the regulations concerning the discharging of garbage overboard?
 - A. Give each crewmember a copy of ANNEX V of MARPOL.
 - B. Call an all hands meeting before sailing.
 - C. Keep placards prominently posted.
 - D. Have each person read and sign a copy of the regulations.

Answers on page 28. No peeking.

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Current CAPCA Board and Assistants

To email us, go to [the contact CAPCA page](#) and click on the subject area of interest.

OFFICERS

President	Vicki Saporta
Vice President	Hans Hoffmann
Assistant Vice President	Davis Jones
Secretary	Priscilla Travis
Treasurer	Carl Bart

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Continuing Education	Alan Karpas
Jobs Program	Robert Young
Communication	Marc Rotenberg
Programs	Yvonne Brandt
Membership	Philip Gauthier
Webmaster	David Sire

ASSISTANTS TO THE BOARD

Assistant Webmaster	Priscilla Travis
Editor, <i>The Log</i>	Priscilla Travis
Meet the Captain Editor	Cheryl Duvall
@CapcaTweet Editor	John Wesley Nash
Safety Coordinator	Alan Karpas
ABYC Coordinator	John Wesley Nash
Boat Shows, Expositions	vacant – ad hoc position
Telephone Monitor	Carl Bart
Raffle Assistant	Greg Pabst

COMMITTEES

Budget and finance	Bill Washington Carl Bart Wendy Kravit
Bylaws review	Priscilla Travis, Dave Sire, Alan Karpas

CAPCA is a 501(c)(6) not-for-profit corporation. The CAPCA Board of Directors is bonded and insured.

Members can access more information about CAPCA leadership and job responsibilities by logging in to the member side and going to menu tab ABOUT US, dropdown Our Leadership. **The webpage will have the most current information** if there are changes between issues of *The Log*.

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The Log Staff

EDITOR

ABYC HAPPENINGS

SAFETY SNAPSHOTS

Meet the Captain

Priscilla Travis

John Wesley Nash

Alan Karpas

Cheryl Duvall

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

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Nautical Knowledge Quiz Answers

- | | |
|------|------|
| 1. B | 3. A |
| 2. D | 4. C |

