



May 2024

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2024 CALENDAR - in progress

Wednesday, May 15, 2024. Women of CAPCA networking event. 4:00-6:00 p.m. Boatyard Bar & Grill - [400 Fourth St, Annapolis, MD 21403](#). See article on p. 3 below for the signup link.

Monday, May 20 (note: third Monday): **ON ZOOM. Emergency Services on the Water: How the U.S. Coast Guard manages and oversees search and rescue missions** with CDR Baxter B. Smoak, Chief, Prevention Department, CDR Rob Conception, Response Department Head, and LT Stasia Ellis, Command Center Chief. See p. 7, below.

Monday, June 24 On ZOOM. "Watchful Eyes on the Key Bridge: the unfolding of a timeline." Speaker: Mike Singer, the founder of the Facebook group [Baltimore & Chesapeake Bay Ship Watchers](#), a community of shipping enthusiasts. See p. 7, below.

July in progress

August – No meeting.

Watch for updates to the calendar on the [CAPCA website](#).

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

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View from the Helm: The Spring Boat Shows



By Captain Tony Tommasello, CAPCA President

The two springtime boat shows where we had a CAPCA table have come and gone. I want to thank everyone who volunteered to staff our booth at the shows. The Bay Bridge Boat show exhibit was more rewarding than I anticipated.

Our table was in the tent where people entered the show and we had a consistent flow of traffic past the table. I'd put the interactions in three categories: 1) People who liked the idea of being able to go to our website and enter a "Hire a Captain" request for delivery and/or instruction on their new boat. 2) Those who were considering obtaining a captain's license and appreciated our instructions on how to do that. 3) Those who have a captain's license and expressed an interest in becoming CAPCA members. Many were just interested in learning what CAPCA is and what services we provide to the boating community.



Cindy Flowe and Carl Bart at the spring Annapolis boat show. (Photo by Bill Washington)

We thought it would be a goodwill gesture to offer the captain's license application forms to those interested in obtaining a license. We had these prepared for the Spring Sailboat Show in Annapolis and gave them to interested parties.

I want to take this opportunity to thank those who volunteered to staff our booth as follows: Carl Bart, Mike Clark, Cheryl Duvall, Cindy Flowe, Bob Fortna, Erin Manor, Don Snelgrove, Patrick Stadt, and Bill Washington. A special thanks to Carl Bart who was at the booth all day, every day during the shows. He also prepared the CAPCA sign, obtained pens and cards to hand to visitors as we spoke with them, and ordered CAPCA T-shirts and hats for the volunteers.

The fall boat shows offer us another opportunity to engage the boating public. I anticipate we will be given booth space without charge. This is an exceptional gratuity from the boat show administrators. We learned that a booth at the show for vendors costs in excess of \$3,000.00.

We need someone to step up as the boat show committee chair to interact with the boat show administrators and register for the shows. This would be a wonderful volunteer service to CAPCA and much appreciated. Email president@capca.net.

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Calling All Female Captains!

Join us for a fun gathering dedicated to camaraderie and networking. Let's connect, share experiences, and empower each other in our journey as captains. Whether you're a seasoned pro or just starting out, this event is for you! See you there for an evening of inspiration, laughter, and building meaningful connections.

Where: Boatyard Bar & Grill - [400 Fourth St, Annapolis, MD 21403](#)

When: **May 15, 2024 from 4:00-6:00**

RSVP now at <https://www.signupgenius.com/go/30E0F4BAAA72DA5F58-49363698-women>.

Please invite other female CAPCA members if you notice that someone has been left off the invite list inadvertently.

We look forward to a fun evening of connecting!

Erin Manor & Jenifer Fritz

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Dive Boat Captain Sentenced to Four Years in Prison Over 2019 Tragedy

By Mike Schuler, *gCaptain*

May 2, 2024

“The captain of the 75-foot dive boat *Conception* that caught fire at anchor and sank off the California coast in 2019, resulting in 34 deaths, has been sentenced to four years in prison over the tragedy.

Jerry Nehl Boylan, 69, of Santa Barbara, was convicted in November 2023 of ‘seaman’s manslaughter,’ a crime punishable by up to 10 years in federal prison. Only five crewmembers, including Boylan, were able to escape and survive.

The jury found that Boylan had failed in his responsibilities in several ways during the incident. These included not having a night watch, insufficient fire drills and crew training, not providing firefighting

instructions or using firefighting equipment, not performing any lifesaving or firefighting activities, not warning passengers and crew about the fire, and abandoning ship while passengers and a crewmember were still trapped below deck.”

[Read the rest of the article for the details.](#)



Read the NTSB report on the fire in the [October 2019 Log](#) and the charging of the captain in the [December 2021 Log](#).

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Pilot Error Led to Major Tanker Accident at South Carolina Naval Base

By Mike Schuler, *gCaptain*

April 30, 2024



“A navigation error by a pilot led to a 600-foot-long tanker striking a pier at the Joint Base Charleston’s Naval Weapons Station in South Carolina, the National Transportation Board (NTSB) said.

The incident occurred on September 5, 2022, when the tanker *Bow Triumph* collided with the Naval Weapons Station Pier B while transiting the Joint Base Charleston Channel.

The accident caused approximately \$29.5 million in damages, major damage to the *Bow Triumph*’s bow, and a 300-foot section of the pier to collapse. Fortunately, no pollution or injuries were reported.

The Charleston Branch Pilots Association pilot was guiding the vessel as it made a series of turns in the channel. After executing a right turn onto Range D of the channel, he guided the vessel closer to the left bank in preparation for the next turn, a left one around a bend. This maneuver resulted in a phenomenon known as **bank effect**, which caused the ship’s bow to push away from the bank while the stern was drawn towards it.

Despite the pilot’s subsequent rudder and engine orders, the forces could not be counteracted, causing the tanker to strike the pier situated on the opposite side of the river.”

Read the complete gCaptain article [HERE](#).

Read the NTSB [Marine Investigation Report 24-09](#)

Ed. Note: “Bank effect” is one of the questions on the captain’s license exam.

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The Sailing Rules You Can Ignore... and Those You Can’t: An Expert Guide.

Andy Du Port explores which rules need to be followed to the letter to avoid collisions at sea and considers those which can be safely ignored.

Yachting Monthly, April 19, 2024

“Saying ‘International Regulations for the Prevention of Collisions at Sea’ is something of a mouthful, let alone learning all of them verbatim. Commonly called the ‘[Colregs](#)’, they are a fine example of comprehensive, logical and unambiguous rules which have been adopted worldwide by almost all countries with coastlines (the only two which have not are the Western Sahara and Taiwan).

In case you are yawning already – ‘Not another sermon on the Colregs!’ – this article is not about the rules themselves. Instead, it is more of a discussion about some of the rather perplexing wording which is open to interpretation and allows for some discretion.

Compared with most ‘big ships’, our boats are small, slow and difficult to detect. They are also susceptible to rough seas and strong winds, and tend to be shorthanded, often with no more than two people on board.

Nevertheless, we have to share both the open seas and crowded coastal waters with everyone else including, of course, other yachts and leisure craft. [AIS](#) has, to a great extent, made detection and collision avoidance much easier, but not everyone is fitted with it and it doesn’t yet appear in the Colregs.

The reason for this is because an AIS readout gives courses and speeds over the ground (COG and SOG) whereas collision avoidance is based on the relative movement between vessels: courses and speeds relative to each other.

Given our unique status, we need to intelligently ‘translate’ the Colregs. Luckily, they allow for their varied customers, and Rule 2 is the key. It is worth quoting here (in abbreviated form) as it is fundamental to many decisions made to prevent collisions:

‘Nothing in these rules shall exonerate any vessel [...] from the consequences [...] of any neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

‘In complying with these Rules due regard shall be had to [...] the limitations of the vessels involved.’ In other words, we are told to use our knowledge and experience as seafarers to augment the Colregs, and not to blindly follow them regardless of what we judge to be the best course of action in the circumstances.” . . .

[Read the rest of this long article for the important discussion.](#) It will be worth your time.

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Programs Director Report for April 2024



By Captain Cheryl Duvall

It's been a little over a month since the ship strike and the sudden and tragic collapse of the Francis Scott Key Bridge on March 26. Several CAPCA members reached out to ask if we could secure speakers related to the bridge for upcoming meetings. Our program committee, especially Captain Dave Ohler, had already been working on that, contacting a half of dozen contractors or agencies who are involved in the clean-up. Bottom line: they cannot speak about an open investigation but can speak about similar work.

But they are also very busy right now. We had a couple of potential speakers suggest that we reach out to them in the fall. So they are on our list for future presentations.

However, we are delighted that the U.S. Coast Guard is still on our calendar for this month! Captain Bob Thomson has been our primary point of contact for both the April 9 tour and this month's presentation. While the USCG will not be able to speak about details of an open investigation (which is what they told us during our April 9 tour), their topic is quite timely and relevant to not only the bridge incident but also the beginning of boating season on the Chesapeake.

And due to Dave Ohler's persistence, he found an interesting speaker for our June meeting who will unfold the timeline of the Key Bridge collapse and clean-up effort. See below for details and invite your friends to attend. This will be a fascinating presentation!

Mark your calendars for these timely topics!

On May 20 (note: third Monday), three U.S. Coast Guard Officers from Sector Maryland-National Capital Region will virtually present **Emergency Services on the Water: How the US Coast Guard manages and oversees search and rescue missions**. They will describe how the Coast Guard manages and oversees the whole of government search and rescue missions, including the use and reliance on local, county, and state assets. **Speakers: CDR Baxter B. Smoak**, Head, Prevention Department, **CDR Rob Concepcion**, Chief of Response, **LT Stasia Ellis**, Command Center Chief.

On Monday June 24, Mike Singer, founder of the Facebook group [Baltimore & Chesapeake Bay Ship Watchers](#) will virtually present **Watchful Eyes on the Key Bridge: The Unfolding of a Timeline**. Mike plans to share the history of the group and the timeline of events associated with the Francis Scott Key Bridge. It was their livestream video that captured the last minutes of the *Dali's* voyage. Experts and journalists have used their video, overlaid with AIS or Maryland Transit Administration police dispatch to provide a second-by-second breakdown of the incident. Since the crash, Baltimore and Chesapeake Bay Ship Watchers has been a leading source of factual information for all aspects of the salvage operation.

Last month's program

We had great attendance on Monday evening April 15 when CAPCA member Captain Rob Chichester presented **Experiences aboard a Lightship**, sharing his experiences as a crew member

aboard the U.S. Lightship *Chesapeake*, LV116. As a young man, Rob worked for the National Park Service (NPS) and logged sea hours on this unique ship in addition to other NPS vessels, including a 45-foot ketch and 45-foot harbor tug. Rob shared many archival photos and documents from before and during his time on the lightship and regaled us with several sea stories. We were delighted that several of Rob's lightship colleagues were able to attend and add their comments. Huge thanks to Rob for putting together such an image-rich presentation for CAPCA! Much appreciated!

You can read a summary of his presentation on page 8.

Last month's tours:

We hosted two tours in April. On Tuesday, April 9 a small group of CAPCA members toured the U.S. Coast Guard Command Center in Baltimore, MD, where distress and emergency calls on the water are received. On Saturday April 20, several of our members toured the National Weather Station in Sterling, VA in conjunction with the SKYWARN training. Both tours are summarized on pages 10 and 13, below.

Special thanks to CAPCA Program Committee members, who help bring these quality programs to our members and the public: Captains Bob Thomson, Dave Ohler, and Hilary Howes.

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Speaker Summary: April 15, Captain Rob Chichester, "Experiences Aboard a Lightship"



By Captain Bob Thomson, CAPCA Programs Committee

One of the best ways to experience the Chesapeake region's rich maritime history is to hear original stories from those who lived and worked on the waters of the Bay. In this month's program, CAPCA member Rob Chichester took us five decades back in time to recount his service on the Lightship *Chesapeake*. In doing so, he took us back to an even earlier era, to appreciate some important

developments in the history of shipping and navigation safety on coastal waters.



Captain Rob Chichester

The *Chesapeake* was launched as United States Lightship LS-116 in 1930, as a vessel of the United States Lighthouse Service (which in 1939 was merged into the U.S. Coast Guard). Lightships, anchored on a fixed station at a distance of some miles offshore, were important to safe navigation in an era when a visible light, radio beacon, and foghorn might be the only reliable position references while approaching from the sea. The 133-foot LS-116 was among a new class of lightships notable for being the first to use diesel propulsion instead of steam, and to advance from using oil lamps to a more powerful electric light beacon.



The ship's first duty station was on Fenwick Island Shoal, off the Delaware coast. The vessel would have been known as *Fenwick* at that time, with the station name painted prominently on the topsides. In 1933 she became the *Chesapeake*, moored on station about seventeen miles off the Chesapeake Bay Entrance. The war years took her to other duties, returning to the Chesapeake station in 1945. With the construction of the Chesapeake Light Tower in 1965, the vessel was re-assigned to the Delaware Bay approach, and finally decommissioned in 1970.

Two colorful characters mark the beginning of Rob's personal story. Tom McFadden, working in the National Park Service, saw the possibility of turning the ship into a floating classroom, to provide environmental education, teach living history, and to build leadership skills through the rigors of working afloat. At that point, the vessel was badly neglected. While many said, "it couldn't be done", Tom had the *Chesapeake* towed from Cape May to the Washington Navy Yard and his personal determination brought her back to seaworthy operational condition. The next character to enter the scene was retired Navy commander Joe Murray, who signed on as *Chesapeake's* skipper. Joe became known for being a demanding taskmaster and a great teller of sea stories, but he skillfully used these traits as a means of teaching.

Rob started working aboard in 1973, at the age of sixteen. In addition to the lightship, the program grew to include a number of small sailboats, launches, and a 45-ft. harbor tug acquired from the Navy. Rob and many other youngsters learned maritime skills including shipboard operations, firefighting, boat handling, and, just as important, how to work together as a crew, relying on each other to safely work the ship.

The *Chesapeake* made regular training cruises on the Potomac from her mooring at Haines Point, and some longer voyages on the East Coast, including oceanographic work and, with Rob as crew, participated in the Philadelphia Tricentennial in 1982. Tom McFadden would sign off on Rob's sea service to qualify for his Master's license, with sea time on the *Chesapeake* contributing to Rob's 200-ton rating.

In 1982, remaining under National Park Service ownership, the ship was transferred to the [Historic Ships in Baltimore](#) collection of historic vessels (formerly the Baltimore Maritime Museum), where she continues her educational mission to this day,

Watch the video of the presentation on the CAPCA YouTube channel [HERE](#).

Chronology:

Built in 1930 as Lightship 116, in the U.S. Lighthouse Service (absorbed into USCG in 1939).

Diesel-electric plant, superseding previous steam designs, electric light replaced oil lamps

1930 – 1933 Fenwick Island Shoal Station

Then marked the Chesapeake Entrance until WW II

1942 – 1945, patrol and inspection vessel near the North entrance to Cape Cod Canal (protecting the port of Boston)

1945, returned to waters off Cape Henry

1965, replaced by fixed tower (Chesapeake Light Tower, a Texas Tower)

Marked approaches to Delaware Bay 1966 to 1970

1971 transferred to NPS on Potomac River (Haines Point) as a seagoing environmental education classroom. Also had a small fleet of small sailboats and launches.

1973 Rob begins serving on ship for about two years, but also came back to crew in later years, including the 1982 Philadelphia Tricentennial.

1982 transferred (loaned by NPS) to Historic Ships in Baltimore (formerly the Baltimore Maritime Museum)

Environmental programs created/driven by NPS employee Tom McFadden. Tom found the decommissioned ship at Cape May and convinced the NPS to acquire her, to support various programs. Towed to Washington Navy Yard and to be restored to operational condition. Captain Joe Murray, a demanding taskmaster ran three main programs: ecological awareness, living history, leadership skills.

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NWS Tour and Training Summary, April 20, 2024

By Captain Cheryl Duvall, Programs Director



Ten CAPCA members and their friends attended a NOAA SKYWARN training session and tour at the National Weather Service (NWS) Forecast Office in Sterling VA on April 20. Our trainer and tour guide was Meteorologist Austin Mansfield who spoke to CAPCA members at our February 2024 program.

Overview

Austin provided an overview of some activities that occur at the NWS. Some interesting points included:

- Local population: 10 million people live in the area served by the NWS Forecast Office Baltimore/Washington, including many important people such as elected officials. It's not uncommon for NWS staff to respond to inquiries from Congress and the President.
- Weather prediction: The National Weather Prediction Center is in College Park, MD.
- A watch vs. a warning: If there's a chance of a weather event, a watch is issued for planning purposes. If it's certain to occur or is occurring, a warning is issued for action.
- Weather balloons: NWS uses weather balloons to measure atmospheric pressure, temperature, wind, and humidity. NWS Forecast Office Baltimore/Washington releases two balloons per day, using hydrogen (not helium). They must contact air traffic control before launching. These weather balloons can rise more than 100,000 feet into the air before popping. The average time to pop is two hours. Balloons expand in the atmosphere and can be as wide as a house. If released at night, they attach a glow stick. Each balloon is attached to a parachute with 100 feet of wire. All materials are non-hazardous and biodegradable. Here is [a website that tracks balloons from all over the world](#).
- To get weather messages out to the public, NOAA uses a variety of methods including NOAA weather radio, the internet, broadcast media, print media, and private sector meteorologists. <https://www.weather.gov/lwx/>
- Supporting your local weather service: There are several ways for individuals to support local weather service, including becoming SKYWARN spotters, cooperative observers, and amateur radio operators. To record rain, individuals can also join CoCoRaHS (Community Collaborative Rain, Hail and Snow Network): <https://cocorahs.org>. Additionally, organizations can apply to be Weather-Read Nation Ambassadors.



NOAA photo

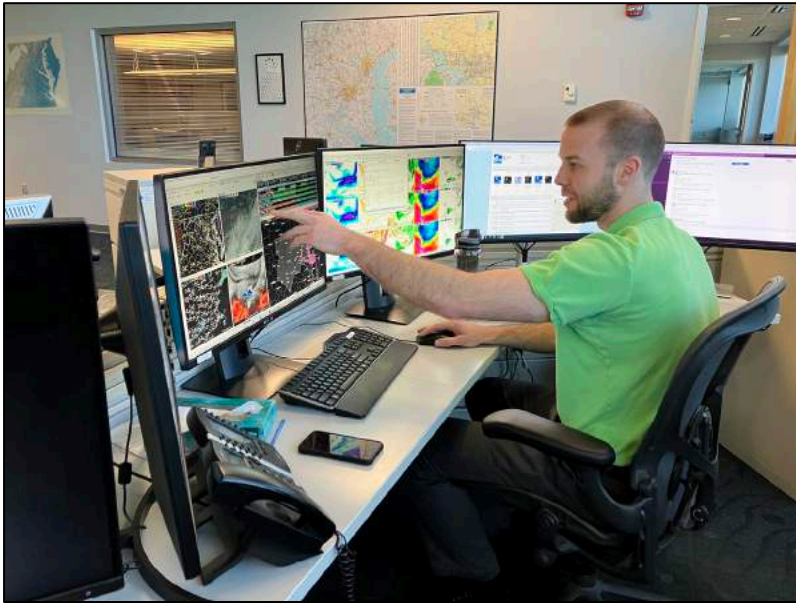
Tour

Austin gave us a tour of the weather station, beginning outside where we looked up at the Doppler radar and observed the rain gauge. Inside, we toured the one-story building, including the main forecast center where colleagues Chesney and Kyle explained their individual responsibilities. Chesney was developing 4 -7-day forecasts, while Kyle worked on 1-3 -day forecasts. We also toured the 2-door garage where they launch the weather balloons.



SKYWARN training

NWS needs spotters during potentially severe weather events. The hazardous weather outlook includes short-term hazards, long-term hazards, and spotter activation, which is when SKYWARN is activated, especially for thunderstorms and snowfalls. Severe thunderstorms include warnings with one-inch hail and 58 mph winds. NWS is especially interested in damaging straight-line winds



because those have the potential to spawn tornadoes and they often occur with rain, hail, or wind. Hail is very difficult to gather because it is short-lived. Austin reiterated several times not to describe hail as marble sized. NWS prefers currency in dimension indicators. For example, a quarter indicates one-inch diameter. The largest hail recorded in the U.S. was 8 inches (not our region). Locally the largest hail in recent history (June 2015) was 4 inches in diameter.

Austin described several storm conditions, including supercell

thunderstorms, tornadoes, funnel clouds, and waterspouts. He further described tornadoes as weak (EF0/EF1, up to 111 mph, few fatalities, tough to detect by radar), strong (EF2/EF3, 111-165 mph, some fatalities, easier to detect), or violent (EF4/EF5, 165+ mph, many fatalities, nearly always detected). Tornadoes in our region can occur in any month. Tornadoes result in multi-directional damage. SKYWARN spotters are needed to report tornadoes and waterspouts, straight-line wind damage, hail, and damage from lightning.

SKYWARN spotters are also needed to report flooding after six hours and flash floods within six hours. Coastal flooding may occur from spring tides and storm surges. For a flood, it's important to know how deep it is, whether it's moving or still, and did it cause any damage.

For winter weather, it's important to understand snow and ice. Spotters often use a snowboard made of 2' square plywood painted white and measured with a ruler. Clean this board every six hours. They want to receive a report after the first two inches and then a report every two inches thereafter, as well as the total snowfall. Drifts need to be averaged. For tropical weather, they are interested in inland flooding due to rains, storm surges (tidal), high wind, and tornadoes.



There are several options for reporting, but the best is to fill out the report online or via e-mail. Use the phone only to report tornadoes. He urged us to be as detailed as possible when reporting a

tornado or funnel cloud; hail; rotation within a storm; wind at 50 mph or greater and whether it's sustained gust or measured; any weather damage to trees or property; heavy rain, at 1" or more; flooding; ice and snow accumulation especially if not reflected in the forecast; fog if hazardous; tropical flooding; and wildfires, especially during red flag conditions.

When making a storm report, SKYWARN spotters must state their ID number and name, what they are reporting, when the event occurred, and where it occurred.

Austin reiterated several times that SKYWARN spotters are to observe and never to chase or put themselves in harm's way. Safety first. Take care of yourself and your family, and then report the weather event that you are observing.

Following the SKYWARN training, amateur radio coordinator Jerry Stuckel described how important ham radios are, especially in cases of emergencies. Amateur radio volunteers have a memo of understanding with NOAA. They also have a ham radio desk in the NWS main forecast room that we toured. He encouraged us to obtain our amateur radio Technician licenses and to visit <https://www.arrl.org>.

Photos by Cheryl Duvall.

For those CAPCA members who were unable to attend the SKYWARN training, reach out to CAPCA's Education Director Alan Karpas (education@capca.net) to let him know if you'd like him to schedule another training session later this year. Another option is attend a training session open to the general public. See this link for details: https://www.weather.gov/skywarn/wfo_links. Be sure to click on your state to find a schedule of classes near you.

Event Summary: April 9, 2024 Coast Guard Command Center Tour



By Captain Bob Thomson, CAPCA Programs Committee

Whether you work on the Bay on a daily basis or do occasional charters or deliveries, a familiar sound is radio calls to and from the Coast Guard. You may sometimes see the Coast Guard and other maritime safety resources in action, providing assistance or performing law enforcement duties on the water.



On Tuesday April 9, a group of CAPCA members were able to get a first-hand look at how the Coast Guard coordinates these essential safety functions when they visited the Sector Maryland – National Capital Region Command Center in Baltimore. The expertise and enthusiasm of the Command Center Team leaders made this an exceptionally worthwhile experience for our members.

Sector Maryland-NCR is responsible for Coast Guard operations on Maryland waters of the Chesapeake Bay and Potomac River, the Washington, DC area, and up to 200 miles

offshore. The southern Bay is covered by a similar command center at Coast Guard Sector Virginia in Portsmouth.

A team of watchstanders is on duty in the Command Center around the clock, monitoring VHF channel 16, as well as responding to reports made via telephone. When the Command Center team is alerted to a potential incident, they evaluate the situation and determine the appropriate action.

Responses may include issuing an Urgent Marine Information Broadcast, launching a boat from one of the Sector's eight boat stations, or coordinating with the Maryland Natural Resources Police or other agencies to assist. Incidents on the Chesapeake requiring a helicopter response are supported by Coast Guard Air Stations Atlantic City, NJ and Elizabeth City, NC.



In addition to search and rescue missions, Coast Guard operations on the Bay include law enforcement, maritime environmental protection, and port security. The Command Center responds to about 700 cases annually.

Among the highlights of the tour was the opportunity for an open discussion with the Coast Guard team about their experiences in responding to a variety of incidents. One of the most common challenges is an “uncorrelated distress alert”, which can happen when a Digital Selective Calling (DSC) alert is initiated but the VHF radio's Mobile Maritime Service Identity (MMSI) was not updated when the vessel was sold, leading to incorrect information about the vessel's owner or operating location. The officers stated that this unfortunately also occurs with Emergency Position-Indicating Radio Beacon (EPIRB) devices. They told stories of former boat owners being contacted during an

emergency by the Coast Guard many years after selling their boats, because contact information had not been updated. **They emphasized the importance of educating new boat owners about understanding their emergency equipment and updating records.**

Another common problem is when “someone stops talking,” meaning that an initial alert of potential distress has been made, but then the reporting source goes quiet. The Coast Guard has a duty to pursue every response until it is certain that the situation has been safely resolved. The Coast Guard appreciates any helpful information in such cases, including information from those in the vicinity of the incident who can describe what they are observing. The officers mentioned that photos are extremely helpful and can be forwarded to the command center for proper distribution.

The Coast Guard noted that mobile phones are increasingly used for reliable communication on the water. While VHF channel 16 will always be a critical means of making distress and safety calls, the Command Center can also be called on 410-576-2693, and sometimes may shift a situation from radio to mobile phone to keep the VHF channels clear for use. If it would be useful to send a picture to help describe a situation, you can call that telephone number and they will provide a means to send images.

When asked about their busiest times, the officers identified mid-April through May as especially eventful as boaters begin a new season on the water and often forget important protocols and safety measures. On the Chesapeake, the command center remains quite busy through late August. And yet, as we all know, emergencies can happen at any time.

The Key Bridge collapse occurred in the wee hours of the morning, and within an hour the command center on-site staff had more than doubled in size as off-duty officers were called in. They reiterated that Coast Guard personnel are trained for such emergencies with established protocols and procedures, and the command center serves as a vital link in the communication chain with multiple agencies.

CAPCA members will have another opportunity to learn about how the Coast Guard operates on the Bay in our May program, “[Emergency Services on the Water: How the US Coast Guard Manages and Oversees Search and Rescue Missions](#)”. This will be a Zoom program on Monday, May 20, starting at 7:00 pm, with presentations by three Coast Guard officers from Sector Maryland-National Capital Region.

Photos by Bob Thomson.

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Jobs Program Report for April 2024

By Captain Rob Young, Jobs Program Director



- 8 jobs, 2 known filled (25%)
- Vessel lengths 34-85 feet
- 6 power, 2 sail
- 3 Instruction
- 4 Delivery
- 1 Part Time Captain (multiple locations)

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“Ahoy” from Your Membership Director



By Captain Phil Gauthier, Membership Director

Current active membership stands at 311. 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/New Members.

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Meet the Captain: Erin Manor



Edited by Captain Cheryl Duvall

Captain Erin Manor was raised in the Finger Lakes area in New York state. Her grandparents and mother started her love of the water and boating. She grew up around power and sailboats starting as a junior sailor with the Keuka Yacht Club. She also spent many hours

on her grandfather’s pontoon boat as a young girl.

She continued to learn more about the water and at age 12 when she was eligible to take the boater’s safety course and obtain her certificate, she did just that. Once she had her certificate, she started taking the new power boat out on her own to take friends skiing, tubing, and fishing.



Photo © Kristin Rutkowski

At age 17, Erin moved to Columbia, MD during her last years of high school, and she knew something was not quite right, but couldn't put a finger on it. Then at 21, she met a friend who was living on a boat. Erin started spending time on the water again and figured out the missing piece was being on the water. She joined a sailing club in Baltimore and enjoyed Friday evenings with friends in the harbor. Soon, she knew she needed to figure out a way to get back on the water for herself, so she started saving to purchase her own boat.

In 1997, she achieved her goal and bought her first power boat, 1991 22' Larson Cabrio. In her Larson, Erin enjoyed a few years on the South River and venturing farther on the Chesapeake Bay. After a few years, she purchased a 2005 Larson Sei Sport 180 which she enjoyed as a smaller family boat for tubing and skiing. In 2016 she bought *Heaven Sent*, a Regal Commodore powerboat that she kept on Marley Creek with its amazing sunset view. Her latest boat is a Jeanneau 1095 Fly named *Our Dream*. This was purchased with her partner Jim at the 2019 Annapolis Boat Show.



Our Dream

All this time on the water nudged Erin to start planning the next part of her life. Expecting to retire in the summer of 2026 after 38 years of federal service, she knew she wanted to begin her next life chapter by turning her water passion into a full-time plan. In 2019 Erin attended the Annapolis School of Seamanship as an important first step in obtaining her captain's license. She holds a USCG 25-ton Master, Near Coastal and plans to start actively working her license after retirement.

Shortly after becoming a captain, Erin learned about CAPCA through a personal invitation via Facebook from Yvonne Brandt. Erin has appreciated networking with other CAPCA members and attending a variety of our programs. She recently volunteered to work the CAPCA booth at the Bay Bridge Powerboat Show and is looking for additional ways to become more actively involved.

Erin is honored to be featured in [Kristin Rutkowski's](#) portrait book and website, [Her Helm](#), which celebrates fifty female Chesapeake Bay captains, eleven of whom are CAPCA members. She enjoys being on the water and exposing those not familiar with the Bay to all of its beauty. If any CAPCA member needs an extra set of hands onboard, Erin is always willing to gain more experience towards upgrading her license in future years. Give her a call!

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Safety Snapshot – Prepare for Emergencies on the Water



**Provided by Alan Karpas
Safety Coordinator**

PREPARING FOR EMERGENCIES ON THE WATER –

By Scott Miller, [Marinalife.com](https://www.marinalife.com), April 2024

“It’s easy to be an armchair quarterback or captain about emergency situations but understanding what to do is more complex than it may appear, especially if no preparation for these types of events was considered. The only way to be ready is to run these types of “what if ” scenarios and make a plan. As a captain, it’s worth the time and safety of the vessel and crew to map out the steps and practices to make sure they are effective.”

Read Miller’s four step checklist and advice. <https://www.marinalife.com/articles/preparing-for-emergencies-on-the-water>

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Planning Tool for Bluewater Transits



By Hans J. Hoffmann, CAPCA Vice President

Mariners, especially the sailboat community, about to head north from warmer waters, have a useful planning tool available. Since January 2023, the Tropical Atlantic Forecast Branch (TAFB) of the National Hurricane Center (NHC) is providing Blue Water mariners with helpful, twice weekly Weather Briefings of the southwest Atlantic, including the Caribbean and Gulf of Mexico. (See below.) The forecast in text, graphical and gridded formats is available via the [NHC YouTube Channel](#).

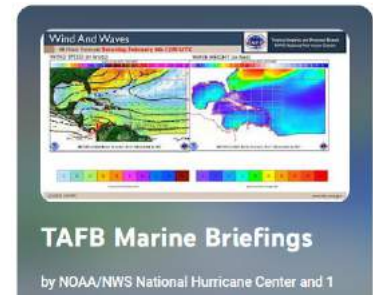
While the focus is on the tropical south, it will also cover developing weather trends off the Virginia and North Carolina coasts that may influence southwest Atlantic waters. So, if you’re planning for a day of deep-sea fishing offshore and want to know about, say, the swell pattern out there, a look at the TAFB Briefing may add to what we’ve learned from the NWS forecast and what we can expect.

Tropical Atlantic Weather Briefings on YouTube

The National Hurricane Center provides [weekly tropical Atlantic weather briefings on YouTube](#). Scroll through the playlist.

Graphs and analysis extend north to include the sub-tropical western Atlantic where CAPCA captains might operate. These reports may help you with route planning.

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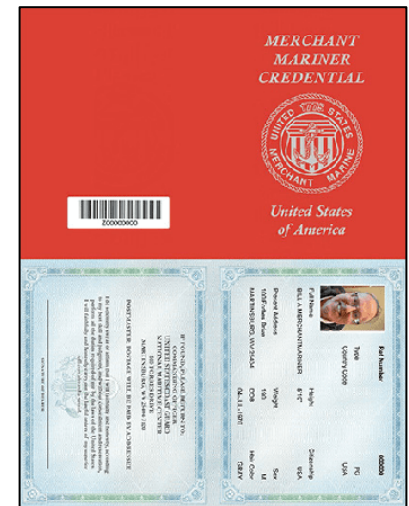
U.S. Coast Guard Changes MMC Format

By Mike Schuler, [gCaptain](#), February 26, 2024

“The U.S. Coast Guard introduced a new merchant mariner credential (MMC) format on March 1, 2024. The current MMC passport-style booklet will be replaced with a single-page certificate.

Mariners currently holding the passport-style credentials do not need to worry as these will not be replaced immediately. The new MMC will be issued during their next application process with the Coast Guard.

The new credentials will be printed on 8.5” x 11” waterproof synthetic paper from the Government Printing Office (GPO). The updated MMC will include improved security features, such as anti-copy measures, micro-printing, foiling, and intricate patterns.



The redesign comes as the Coast Guard National Maritime Center’s existing passport style credential printers have become outdated and need to be replaced.

Looking ahead, the Coast Guard also plans to introduce an electronic credential or E-credential, which will meet all domestic and international requirements. Mariners will also have the option to obtain paper or other non-electronic versions.

For more information about the new MMC, visit the National Maritime Center’s [website](#).”

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Print Your Membership Card

CAPCA membership cards are now self-serve. If you would like a new membership card, you can download and print one yourself – anytime.

Log in to the CAPCA Members’ pages (<https://www.capca.net/member-pages>) from a PC or tablet. (This feature isn’t available for smartphones.)

1. Click MY ACCOUNT and “View/Edit Profile”.
2. Click the “My Subscriptions” tab.

3. On the right, under “Member Card”, click “Download.”
4. Open the downloads folder on your PC or tablet. Find the file that begins with your CAPCA username, open and print. The membership card will be wallet-size when cut out.

Avatar

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

Code of Ethics

CAPCA members abide by a code of ethics.

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

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ABYC Happenings

By Captain John Wesley Nash
ABYC Coordinator



USCG & ABYC Presents Risk Mitigation Webinar: Series 6 *“Don’t Be a Statistic. Data Saves Lives”* Presented Online – May 01, 2024

The United States Coast Guard (USCG) and American Boat and Yacht Council (ABYC) presented the 6th free webinar in the Risk Mitigation Series on May 1st. The Risk Mitigation Series webinars are dedicated to reducing risks involved in designing, building, maintaining, and operating recreational boats. The Risk Mitigation: Series 6 webinar was named “**Don’t Be a Statistic. Data Saves Lives**”. ABYC, USCG, and speakers from independent research firms addressed how boating accident data and statistics are obtained and analyzed.

It was reported that boats certified to ABYC standards are 43% to 47% less likely to be involved in certain types of accidents. Additionally, adherence to those standards reduces the likelihood of fatalities by 26% to 58% in accidents that do occur, demonstrating that ABYC standards not only decrease accident occurrences but also lessen their severity.

The data used to determine effectiveness of ABYC standards was supported by two critical data sources. The Boating Accident Report Database (BARD), a verified historical record of recreational boating accidents maintained by the USCG, and a list of boats built to ABYC's voluntary standards. These boats are identified through the NMMA certification program, which ensures compliance with ABYC standards through inspections.

USCG annually publishes a document named "*Recreational Boating Statistics*". The document contains statistics on recreational boating accidents and casualties. The Coast Guard collects data from multiple sources including the Boating Accident Report Database (BARD).

The database of Boating Accident Reports (BAR) is maintained by USCG. Federal law requires that recreational boat owners or operators file a BAR if their boat was involved in an accident resulting in a fatality, injury requiring treatment beyond first aid, damage totaling at least \$2,000, or the destruction of the boat.

USCG latest version of "*Recreational Boating Statistics*" can be electronically viewed via this hyperlink: <https://tinyurl.com/23l7pve3>

The USCG/ABYC Risk Mitigation Series is a biannual, free virtual event hosted by ABYC every May and November. It provides interactive and in-depth discussions related to one general topic on a reoccurring basis. These events are free and recorded.

To view past recordings of Risk Mitigation Series webinars, use this hyperlink: https://abyc.elevate.commpartners.com/riskmitigation_home

To access the members-only side of the [ABYC website](#) you need the 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 don't 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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USCG New Online "Launch and Recovery" Charting App

Provided by Hans J. Hoffmann, CAPCA Vice-President

Captains, indeed, all mariners planning a DELMARVA circumnavigation or cruises to points south, will soon have an additional charting tool available. This charting app will provide space launch and re-entry information off the east coast, including Wallops Island, Virginia. This is how the U.S. Coast Guard has recently announced the new app:



COMING SOON: NAVCEN will be releasing our new Space Operations Launch and Recovery (SOLAR) geospatial visualization tool in the near future. The initial build of this tool will be available in the Coast Guard Seventh District with further expansion in 2024.

SOLAR will offer a practical solution for mariners and the shipping industry to access real-time, geospatial information about space launches and reentries. This information is critical for navigating safely in areas affected by space operations. The tool will be available online at www.navcen.uscg.gov, providing an accessible platform for users to stay informed.

Key features of the tool include:

1. Interactive Display: A visual format for easier understanding of restricted navigation areas.
2. Updated Information: Timely data on space launches and reentries to help mariners make informed decisions.
3. Online Accessibility: The tool is readily accessible on the NAVCEN website.

This tool will align with NAVCEN's goals to modernize maritime communications and provide relevant, up-to-date information to mariners and other stakeholders.

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Busy People Volunteer: What Are You Doing?



Licensed captains have many skills to share with others. Some of you provide welcome volunteer support for maritime activities, like the U.S. Coast Guard Auxiliary, Sea Scouts, Vessel Safety Checks, the U.S. Power Squadron's Cooperative Charting Program, maritime museum programs, and environmental initiatives. One of CAPCA's missions is to serve the maritime public.

I would like to do a series of short feature articles for *The Log* about the volunteer activities you are doing. The purpose of this is to (1) showcase to our members the many worthwhile areas where captains can volunteer their skills and knowledge, and (2) create an article that we can try to get published in one or more boating magazines.

If you are doing any volunteer activity related to maritime or related interests, would you please send me:

- a brief description of your activities

- link(s) to websites of organization(s) you volunteer with
- a photo or two of the activity, if you have them

Let's help make CAPCA members aware of how and where to volunteer. Thanks very much.
Priscilla Travis, logeditor@capca.net

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



We've updated our Speakers Bureau website pages to be self-service. Clients who are looking for a speaker can now see who our speakers are and what each has to offer — and they can contact a prospective speaker directly by email.

Current Speakers Bureau members should review their listing as it's now available for public consumption. If you would like **to join the Speakers Bureau**, please [log in and fill out the form](#).

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

Speakers can add, edit, or delete their listing by logging in to the [member pages](#) and clicking ABOUT US > Speakers Bureau Program > Speakers Bureau Members. There are icons to the right of each listing for viewing details, editing, deleting, and downloading a PFD version.

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The CAPCA Mentoring Program Is Now Self-Service

The CAPCA mentoring program is now self-serve! **If you previously signed up as a mentor, please sign up again** at: <https://capca.net/member-kit/mentoring>.



And we need more volunteers. CAPCA is bursting with maritime talent and experience — let's share some of it among ourselves.

Mentoring can be as simple as a phone conversation or as involved as a day on the water — on someone else's boat. There is no particular time commitment. It is up to you and the person seeking a mentor.

Access to the CAPCA mentoring program for volunteers to sign up and to find a mentor is under [the MEMBERS KIT menu item](#).

From here you can browse for a mentor on a specific subject or sign up to share your own knowledge with other members.

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Earn rewards for recruiting new members!

Rewards are based on a rolling two calendar years

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

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

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Uninspected Passenger Vessel Exams



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

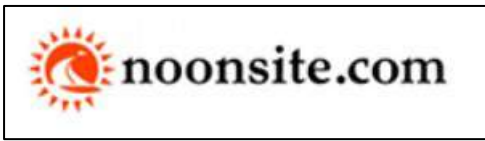
Voluntary UPV examinations are available to assure that owner / operators comply with federal regulations. If the vessel passes a UPV exam a decal is issued. Since this is a voluntary dockside exam, it is not a law enforcement action, and no citations are issued. On the other hand, passing a UPV exam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

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

Bruce Johnson, Division Chief, Youth Programs (DVC-SY)
bruce.johnson@cgauxnet.us 410.707.1682 (mobile)

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Worldwide Port Information



Commercial operators are usually aware of port limitations and recreational mariners, including delivery captains, must stay up to date with fast-changing conditions. [Noonsite](#) is an excellent resource and it's updated DAILY as conditions change.

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

BoatU.S. East Coast Alerts Email Signup

Receive via email FREE "BoatU.S. East Coast Alerts," published every two weeks by long-time liveboard authors and cruisers, Tom and Mel Neale.

Get the latest Coast Guard and U.S. Army Corps of Engineers updates and late-breaking news about things that you need to know if you're boating along the East Coast, ICW, Chesapeake and in the Bahamas. Interim updated Special Alerts are emailed as they happen. Includes Districts 1,3,5 and 7 and General Announcements.

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

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UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION

If your e-mail address or other information has changed, please update your information on the **member side** of the CAPCA website. **Log in**, click on "MY ACCOUNT," make your changes on your profile form, **scroll down and click on UPDATE** at the bottom of the screen when you're done.

If you change your email address on Your Profile, also please email webmaster@capca.net.

We use Constant Contact for CAPCA announcements, which is a separate email list.

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


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Website Spotlight: Licensing and MMCs

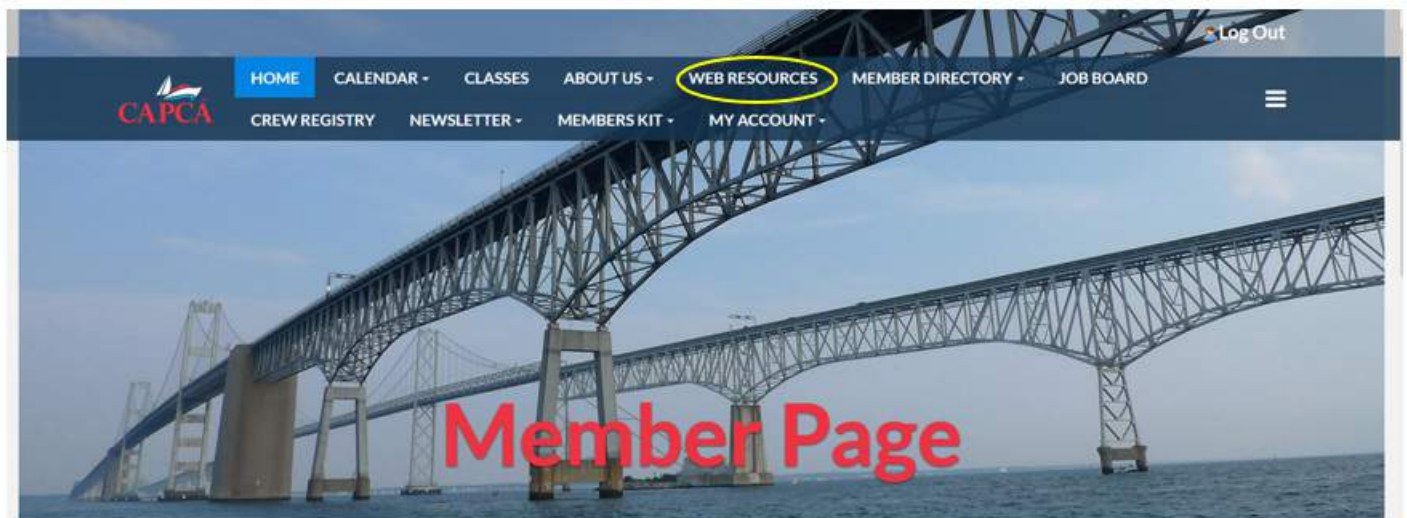


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

Please **bookmark** the **member login page** on all your devices so you can go right to the member side of the website. The member's pages have more information than the public pages. Everything you are likely to need is on the member side, but occasionally take a look at the public side, to see what the rest of the world sees.

The display on your device may not look exactly like this, but the menu tabs are the same. Smaller screens may have a "hamburger menu." 

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



WEB RESOURCES menu tab: Licensing – Merchant Mariner Credentials

When you click on the Web Resources menu tab, you get a list of categories: "Licensing" is the sixth item in the category list. Click on "Licensing" and you'll see this screenshot.

- [License Exam Practice Questions. Free and paid access](#)
- [License Exam Practice Questions from National Seafarers Academy](#)
- [License Exam Practice Questions from the NMC - all license grades including OUPV](#)
- [License Exam Practice Questions from USCGExamPrep.com](#)
- [National Maritime Center - merchant mariner credentials](#)

NOTE: the links you see in the screenshot in *The Log* are not "live," but they work on the website.

On the website (but not on this *Log* page), each of the underlined titles is a clickable link to a specific website. Go explore.

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

Please send us suggestions for other features you would like to see on your website, or if you spot a problem, such as a broken link. E-mail webmaster@capca.net.

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CAPCA's Crew Registry Program

Captains: *Looking for licensed crewmembers for a delivery job, an assignment as an instructor, or any other on-the-water venture?*

Crewmembers: *Looking for a slot as a crewmember, either for pay or to gain experience?*



Either way, CAPCA's **CREW REGISTRY** program can help you. **Here's how it works:**

1. If you're a CAPCA member who'd like to **serve as a crewmember** for another CAPCA member, fill out and submit the crew registry sign-up form on the member side of the website. Your name and the information about your interest and qualifications will appear on the Crew Registry list.
2. **IMPORTANT: Note these two questions** on the signup form, "Currently enrolled in a U.S. Coast Guard-recognized random drug screening program?" and "Name of drug screening program."

Your answers to these questions should **reflect your current status**. You DO NOT have to be enrolled in a drug screening program unless your work as a captain requires it. If you're **not** in a screening program, answer "NO" and "NONE" to the questions. If you **are currently** enrolled in a drug screening program, answer "Yes" and enter the name of the program in the box.

A captain seeking crew may need a crewmember who is currently enrolled in a drug screening program, so it's important to indicate if you are or are not in a screening program.

When you renew your license (and in some other employment situations), a drug *screening test* is required, as the Coast Guard specifies: "[A drug test is required](#) for all transactions EXCEPT documents of continuity modifications (increases of scope), duplicates, and International Endorsements (STCW)."

However, a number of captains do the drug screening test just for license renewal, and if their employment as captains does not require enrollment in a drug screening program, they do not enroll after the test.

3. Captains **looking for crew**, log in to the member side of the CAPCA website and examine the crew registry list to see the available crew listings. The most recent postings appear at the top of the list.
4. If a captain is interested, he or she can contact you directly and you two can work out arrangements for duties and pay.
5. The list of members who have signed up for crew duty will remain available indefinitely. The list will form a crew registry to which captains can refer time after time.
6. **Editing your information:** If any of the information you filled out on your registry form changes, or if you no longer want to be included on the Crew Registry list, you can edit or delete your listing yourself. Log in with your member username and password, click the CREW REGISTRY menu item and the blue "Edit Your Listing" button. You will see four icons to the right of your listing for viewing, editing, deleting, or downloading. You can hover your cursor over each icon to see what it does.
7. If you are on the Crew Registry, this might be a good time to **review your listing**. If any of your information has changed, you can update it with immediate results. If you are no longer interested in being listed on the Crew Registry, please delete your listing.

For further information, contact the Jobs Program coordinator at jobs@capca.net.

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Visit the Ships Store. Summer Is 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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Your Nautical Knowledge Quiz

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

1. What is required in addition to the heat, fuel, and oxygen of the fire triangle to have a fire?
 - A. Electricity
 - B. Chain reaction
 - C. Pressure
 - D. Smoke
2. A buoy marking a wreck will show a(n) _____.
 - A. white light FL (2) and a topmark of 2 black spheres
 - B. occulting green light and may be lettered
 - C. yellow light and will be numbered
 - D. continuous quick white light and may be numbered
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. A Certificate of Inspection issued to a small passenger vessel describes _____.
 - A. the minimum fire extinguishing equipment, lifejackets, survival and rescue craft she must carry
 - B. the name of the managing operator
 - C. any special conditions or restrictions on her operation
 - D. All the above

Answers on p. 30. No peeking!

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Current CAPCA Board and Assistants

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

OFFICERS

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Bylaws Review
Boat Shows

Bill Washington, Carl Bart, Wendy Kravit
Priscilla Travis, Dave Sire, Alan Karpas
Mike Clark, Alan Karpas

CAPCA is a 501(c)(6) not-for-profit corporation. The CAPCA Board of Directors is bonded and insured. For more information e-mail: president@capca.net

This same information is available on the website, home page, menu tabs ABOUT US, dropdown Our Leadership. **The webpage will have the most current information**, should there be changes between issues of *The Log*.

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The Log Staff

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

Priscilla Travis
John Wesley Nash
Cheryl Duvall
Alan Karpas
Bob Thomsen

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. A 4. D

