



**July 2024**

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

**Table of Contents**

View from the Helm: As Alice in Wonderland said: “There’s No Place Like Home.” .....2

NTSB Provides Update on *Dali* Crash Investigation .....4

Baltimore’s Ship Channel Fully Restored 76 Days After *Dali* Hit Bridge .....4

NTSB Safer Seas Digest 2023 .....5

Illegal Passenger Vessel Operation in Virginia Waters .....6

Ahoy Female Captains!.....8

Program Director Report for June 2024 .....8

Speaker Summary: June 24. Mike Singer: “Watchful Eyes on the Key Bridge: The Unfolding of a Timeline” .....10

Jobs Program Report for June 2024 .....11

“Ahoy” from Your Membership Director .....12

Meet the Captain Trivia.....12

Safety Snapshot – Beat the Heat While Aboard This Summer .....13

Tropical Atlantic Weather Briefings on YouTube .....13

Planning Tool for Bluewater Transits .....14

U.S. Coast Guard Changes MMC Format .....14

Print Your Membership Card .....15

ABYC Happenings.....16

Your Nautical Knowledge Quiz .....17

Website Spotlight: Intracoastal Waterway.....18

USCG New Online “Launch and Recovery” Charting App .....19

Busy People Volunteer: What Are You Doing?.....20

The Speakers Bureau is Now Self-Service for Members and Clients .....20

The CAPCA Mentoring Program Is Now Self-Service.....21

Earn rewards for recruiting new members! .....21

Uninspected Passenger Vessel Exams .....21

Worldwide Port Information.....22

BOATU.S. East Coast Alerts – Free to BoatU.S. Members .....22

UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION .....23

CAPCA’s Crew Registry Program.....23

Visit the Ships Store. Summer Is Here!.....24

Current CAPCA Board and Assistants.....25

*The Log* Staff .....26

[back to top](#)

---



## 2024 CALENDAR - in progress

**DATE CHANGE: Monday, July 29 at 7 p.m. On Zoom** “Farewell to Traditional Nautical Charts.”  
Speaker: Ryan Wartick, NOAA Navigation Manager. See p. 9, below.

**August – No meeting.**

**September 23:** TBD. Speaker is being confirmed. Stay tuned.

**October 28:** CAPCA member Captain Bob Schwartz will present “Occoquan River: Working Together to Keep the Waters Safe.” See p. 9, below.

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

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

[back to top](#)

---

## View from the Helm: As Alice in Wonderland said: “There’s No Place Like Home.”



### By Captain Tony Tommasello, CAPCA President

For the past several months, we’ve been exploring alternate venues in which to hold our meetings, present our programs, and teach our classes. Hilary Ranney-Howes accepted the challenge of seeking alternatives to the Annapolis Elks Lodge that would be less expensive yet provide the same or better room sizes with adequate parking, good accessibility, and the ability to offer food and drink services. Hilary performed her task very well, touching base frequently with Program Director Cheryl Duvall. Hilary visited several sites in the Annapolis area, where many of our members work or live. She reviewed proposals that outlined costs, available days of the week, reservation and deposit requirements, and the expectations for leaving the room(s) in a condition that would, or would not, require the assistance of CAPCA volunteers.

Some of the options did not provide adequate nearby parking or good accessibility, some were considerably more expensive, some required volunteers to set up/take down, and others had limitations on the days or dates that could be made available to CAPCA. Hilary included our current “home” at the Annapolis Elks Lodge in her search. As it turns out, the Elks Lodge reconsidered our current agreement and allowed us to negotiate a new pricing structure that appears to be favorable when compared to other sites.

This new agreement with the Elks offers a “trial run” before we sign a contract for 2025. Our trial period will begin this fall and extend through end of 2024 with two programs in the Ballroom (September and October), three classes on Saturdays in November (Nov 2, 9, 16) in the Lodge Room, and our General Meeting in the Ballroom. We presently have two Elks members who are not local to Annapolis, but the Elks will allow us to use their memberships during this trial period to receive member-discounted pricing for the rooms.

This trial period will enable us to understand how many of our members will be interested in gathering in-person once we begin to offer a hybrid option that will include remote attendees. Last March, 35 CAPCA members and guests met at the Elks for an in-person program while we beta-tested our A/V equipment with a few on-line attendees. We learned a lot from that experience and are still finessing details to deliver a quality hybrid program. We intend to be ready to offer a hybrid option beginning with our September program. Attendance at these hybrid meetings will play a factor in our decision-making for the number of hybrid meetings we will budget and schedule in 2025.

Room costs for our programs and general meeting have been negotiated at rates that are significantly lower than what we have been paying since COVID inflated pricing. Because we gather on Monday evenings (not a popular meeting time), CAPCA can secure the Ballroom for less than half of typical pricing. This room rate includes table and chair set-up, coffee and water service, A/V, projector, and screen. Our members are encouraged to come early to drink and network at the bar and will have the option to individually order dinner to be personally delivered to the Ballroom after the program starts. How convenient!

The room rates for classes taught on Saturdays will be slightly higher than our weekday events, though still discounted. Because the Elks Lodge is closed on weekends, their non-weekday room rates need to cover expenses for an Elks staff member to open for us an hour ahead of the start time, close up after conclusion, as well as be on premises while the class meets. Because we charge for classes, CAPCA will be able to absorb the costs for meeting rooms within our class pricing structure while still keeping the cost of classes at or below local market rates.

Rooms at the Elks Lodge are currently being held for dates CAPCA has requested for the remainder of 2024, for our fall programs, classes, and general meeting. We are fortunate to have members willing to do the hard administrative work of exploring new venue options and negotiating contracts that will be more gentle to our budget while providing the necessary amenities to ensure quality, comfort, and convenience.

I look forward to seeing you this fall, either in-person or on-line through our hybrid offerings!

[back to top](#)

---

## NTSB Provides Update on *Dali* Crash Investigation

[Reuters](#)

June 24, 2024

“The National Transportation Safety Board (NTSB) has released an update regarding its investigation into loss of power on board the containership *Dali* and its subsequent allision with Baltimore Francis Scott Key Bridge. The update from NTSB is part of an ongoing investigation and does not contain any conclusions about the cause of the incident.

Preliminary findings released in May revealed that during *Dali*’s ill-fated departure from the Seagirt Marine Terminal, electrical breakers HR1 and LR1 unexpectedly tripped when the ship was about three lengths away from the Francis Scott Key Bridge. This resulted in a total blackout, affecting the ship’s lighting and most equipment.

While inspecting and testing the ship’s electrical power distribution system, NTSB investigators discovered an interruption in the control circuit for HR1’s undervoltage release, an electrical component designed to open a breaker when voltage drops below certain thresholds.

An insulated terminal block connecting multiple wires was removed from the control circuit, along with two sections of control wiring. The NTSB Materials Laboratory is currently examining these components.

The investigators are continuing to assess the vessel’s electrical power distribution system and all other aspects of the incident to determine the probable cause and potential safety recommendations.”

[back to top](#)

---

## Baltimore’s Ship Channel Fully Restored 76 Days After *Dali* Hit Bridge

Jun 10, 2024 by [The Maritime Executive](#)

“The federal navigation channel for Baltimore harbor was fully restored as of late on Monday, June 10, just 76 days after the *Dali* knocked down the Francis Scott Key Bridge. The U.S. Army Corp of Engineers had been waiting for the final results from underwater surveys before confirming that the full 700-foot wide and 50-foot-deep channel was restored.

‘We are proud of the unified efforts that fully reopened the Federal Channel to port operations,’ said Lt. Gen. Scott Spellmon, commanding general of USACE. ‘The partnerships that endured through this response made this pivotal mission successful.’

The last major piece of wreckage, a 90-ton piece of steel, was wrestled from the mud Friday, June 7. It took 45 minutes for the *Chesapeake 1000* floating crane and its hydraulic grabber to pull the mangled steel section from the mud.



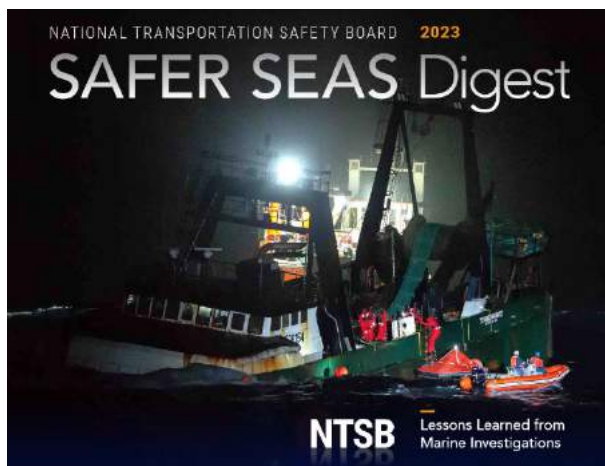
Reopening the channel required a further detailed process of sweeping the area with sonar, LIDAR, and a magnetometer, to investigate any high spots. They needed to ensure that there were no residual hazards to navigation left protruding from the mud of the Patapsco River.

The Port of Baltimore reports the temporary channels are expected to remain in operation until the end of June while remaining water salvage operations continue. Also, tug escorts which had been mandatory are now optional at the discretion of the pilot working the vessels in and out of the harbor.”

[back to top](#)

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## NTSB Safer Seas Digest 2023



“This report covers 31 investigations completed by the NTSB Office of Marine Safety in 2023.

It contains lessons learned that can help prevent harm to property and the environment, both of which occurred following the release of 588 barrels of crude oil into San Pedro Bay. The cause? An anchor strike on an underwater pipeline 8 months earlier. The NTSB called on the Coast Guard to restructure federal anchorages in San Pedro Bay, among other measures, in the wake of this disaster.

Some investigations followed events that threatened the lives of passengers and crew. The *Spirit of Norfolk* engine room fire is one such investigation; thankfully, all 108 people on board evacuated safely. We determined that the lack of an engine room fire-detection system delayed detection and allowed the fire to grow, burning for 4 days before it was extinguished. As such, we recommended the closure of regulatory loopholes that allow some small passenger vessels—like the *Spirit of Norfolk*—to operate without engine room fire-detection systems.

The most sobering investigations we conduct involve the loss of human life. In 2023, we completed our investigation of the fatal collision between the Coast Guard cutter *Winslow Griesser* and the center-console boat *Desakata*, which took the life of one *Desakata* crewmember and seriously injured the other. We found that neither vessel's crew maintained a proper lookout, and we issued a Safety Alert encouraging small-vessel operators to improve their vessels' detectability.

While each marine casualty is unique, there are some commonalities among the cases outlined in this digest. Our investigators identified the following broad safety risks and challenges:

- Small vessel detection
- Effective communication, including the proper reporting of chart changes and hazards
- Proactive equipment inspection
- Timely hull maintenance and repair
- Proper maintenance and repair of equipment and machinery
- Fatigue
- Anticipation of fire hazards, including those presented by lithium-ion batteries
- Firefighting training
- Effective watchkeeping
- Nonoperational cell phone use
- Lack of appropriate planning
- Excessive speed during bow-to-bow harbor-assist operations
- Reporting potential anchor strikes

The Coast Guard is integral to all NTSB marine investigations. Our relationship with them is a shining example of government collaboration focused on saving lives and improving safety. My sincerest thanks go out to every one of the men and women of the Coast Guard who assisted us.

The NTSB will advocate tirelessly for our safety recommendations because we know from our investigations what's at stake. Our work teaches us how fragile and precious life is."

Jennifer Homendy  
NTSB chair

Read the interesting 92-page report [HERE](#).

[back to top](#)

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## Illegal Passenger Vessel Operation in Virginia Waters

[USCG Press Release, June 8](#). "The Coast Guard terminated the voyage of a commercial boat rental charter operating in violation of the Passenger Vessel Safety Act, near Broad Bay, Virginia Beach, Virginia, Friday, June 7. During a recreational vessel safety boarding, the Coast Guard identified significant safety risks to the passengers onboard.

The individuals chartering the vessel were unaware they were violating safety regulations. The Coast Guard remains steadfast in its commitment to enforcing safety laws while prioritizing the well-being of all individuals on the water.

Coast Guard Sector Virginia and Coast Guard Station Little Creek cited several violations and terminated the voyage due to unsafe conditions. The violations included:

- 46 CFR. 176.100(a) for not having a valid Certificate of Inspection
- 46 CFR 15.515(b), failure of vessel on voyage and subject to inspection to be under direction and control of an individual with an appropriate Coast Guard license
- 46 CFR 16.201, failure of a marine employer to comply with the requirements concerning chemical testing of personnel

It is important to note that before launching your own passenger for hire operation, the following requirements must be followed:

- The captain must hold the appropriate U.S. Coast Guard license
- The captain and crew must be enrolled in a drug and alcohol program
- If carrying more than six passengers, at least one for hire, then the vessel must also have a valid Coast Guard Certificate of Inspection

Additionally, if businesses are conducting bareboat charter rentals, then:

- A maximum of 12 passengers plus the charterer are allowed on the vessel, not including crew.
- The vessel can be crewed so long as the captain and the crew are not specified or provided by or paid through the original rental company agreement.
- The company may provide a list of suggested captains, but the charterer has the right to go outside that list and choose their own captain.
- The vessel's registered owner may not be onboard in any capacity while the vessel is rented (chartered) by a charterer.

The Coast Guard will be conducting periodic, unannounced boardings of both recreational vessels and vessels suspected to be operating illegally as passenger vessels with the goal of ensuring the safety of the boating public and full compliance with the minimum safety and regulatory standards required.

To report potential illegal passenger vessels, please contact the Sector Virginia Command Center at 757-483-8567 or through CGIS Tips (Tip Form [www.p3tips.com/tipform.aspx?ID=878#](http://www.p3tips.com/tipform.aspx?ID=878#) )”

[back to top](#)

---



## Ahoy Female Captains!

By Captain Erin Manor

A group of captains were able to get together at the Eastport Yacht Club in June as guests of Vicki Saporta. We enjoyed the camaraderie of our fellow captains, the beautiful view, and the awesome tacos! Please join us at our next meeting in August. Stay tuned for details about our next gathering!



L to R: Lauren Anthone, Laura Lee Olsen, Erin Manor, Vicki Saporta, Cheryl Duvall, Priscilla Travis.

[back to top](#)

## Program Director Report for June 2024



By Captain Cheryl Duvall

If you have been reading this column in *The Log*, you are aware that the Program Committee has been working with the Facilities Committee to identify where, how, and when we might be able to offer hybrid programming. We are pleased to announce that we expect to host virtual as well as in-person attendees beginning this fall with our September 23<sup>rd</sup> and October 28<sup>th</sup> programs at the Elks Lodge. These fall programs will comprise a trial run to ascertain how many CAPCA members will be interested in gathering for in-person benefits such as networking with other captains, building CAPCA community, and personal interaction with our speakers. You are encouraged to come early to drink and socialize at the bar. Additionally, attendees will have the option to individually order dinner to be personally and conveniently delivered to our meeting room after the program starts. It doesn't get much easier than that!

So please mark your calendars for these two programs this autumn and be part of CAPCA's special "research project." We will consider member comments and in-person attendance numbers to inform CAPCA's hybrid programming in 2025. We will leverage this trial run data to make prudent budgetary decisions and assist the Program Committee in understanding how many local speakers will need to be recruited next year.

**Remaining "monthly" program dates and locations in 2024, with usual 6:45-7 pm start times:**



- July 29** Virtual via Zoom (the 5<sup>th</sup> Monday)  
**September 23** Hybrid (in-person in Edgewater MD with Zoom option for virtual attendees)  
**October 28** Hybrid (in-person in Edgewater MD with Zoom option for virtual attendees)

### More about our remaining three programs in 2024

**Monday July 29: Ryan Wartick**, Navigation Manager for Mid-Atlantic NOAA Office of Coast Survey, will virtually present **Farewell to Traditional Nautical Charts**, especially focused on NOAA's raster nautical charts that are being phased out by January 2025. Whether you are a regular user of NOAA paper charts or depend on your electronic chart plotter, you should be aware of important changes underway at NOAA regarding how they produce and distribute navigation information. Ryan's presentation will cover the transition from paper to electronic navigation charts (ENCs), including how underlying hydrographic data is supplied to current chart plotters and how that data will continue to be the basis for alternate sources of paper charts.

**Monday September 23:** TBD. Speaker is being confirmed. Stay tuned.

**Monday October 28:** CAPCA member **Captain Bob Schwartz** will present **Occoquan River: Working Together to Keep the Waters Safe**. Join us to learn how stakeholders on the Occoquan River were invited to cooperatively solve a big problem: mixing "human-powered craft" (such as paddleboards and kayaks) with power boats that want to go fast, not thinking about their wake. For four years, CAPCA member Captain Bob Schwartz has been leading a cooperative approach on the Occoquan to keep the waters safe for all types of vessels. His story is inspirational and serves as a model for how to bring together various stakeholders, including boaters, USCG, DNR, Fire, Police, county officials, and CG Auxiliary, to collectively discuss and solve safety challenges.

### Most recent programs

We are very appreciative of Program Committee member Captain Dave Ohler for securing **Mike Singer**, founder of the Facebook group "Baltimore and Chesapeake Bay Ship Watchers" (B&CBSW) as our June 24<sup>th</sup> speaker, for **Watchful Eyes on the Key Bridge: The Unfolding of a Timeline**. Dave engaged Mike in an interesting dialogue about the timeline of events associated with the collapse of the Francis Scott Key Bridge on March 26, up until the morning of June 24 when the *Dali* was relocated to Norfolk. It was the B&CBSW livestream video that captured the last minutes of Dali's voyage before striking the Key Bridge. If you missed it, see page 10, below, for the program summary, including links to the AIS tracking of the *Dali* and tugs during those fateful minutes as well as the livestream video that quickly went viral.



Remember, all CAPCA programs are free and open to the public, so please invite your friends and work colleagues to join us!

[back to top](#)

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## Speaker Summary: June 24. Mike Singer: “Watchful Eyes on the Key Bridge: The Unfolding of a Timeline”



### By Captain Bob Thomson, CAPCA Programs Committee

We will long remember waking up on March 26 to the terrible news of the *Dali*, a container ship measuring more than 980 feet, colliding with the Francis Scott Key Bridge in Baltimore at 1:28 am. A loss of electrical power left the heavily loaded ship without propulsion or steering, only a few ship lengths away from one of the bridge’s main support piers. Our impression of this disaster was made more vivid by a video recording showing the *Dali*’s lights going out as power failed even as vehicular traffic continued to cross the Key Bridge. Following impact, we watched the breathtaking scene of the cascading failure of the bridge’s trusses, plunging the structure into the Patapsco River along with eight members of a maintenance crew who were working on the bridge roadway. Two men were rescued from the waters, but tragically six men died due to the bridge collapse.



This historic imagery was captured by a live-stream video camera set up in cooperation with [Baltimore & Chesapeake Bay Ship Watchers](#). The website’s founder, Mike Singer, who also runs a related [Facebook group](#) under the same name, described what motivated him to start the ship watchers site.

Mike offered insights into the timeline of the Key Bridge collapse as CAPCA Program Committee member Captain Dave Ohler moderated the discussion, adding context including the commercial history of the Port of Baltimore and construction of the bridge that first opened to vehicular traffic in 1977.

Mike, an engineer, recalled being a kid and fishing in Baltimore waters with his father, which led him to becoming interested in shipping traffic. In 2017 he searched for a location for a live-streaming camera and after considering several potential sites, selected the current location in a residential neighborhood. In a recent podcast, Mike described Baltimore & Chesapeake Bay Ship Watchers as a “maritime advocacy group helping to promote just about everything to do with the Port of Baltimore.” Mike recounted being alerted to the incident a few hours after impact, at about 4:00 am, and since then he has continued to provide extensive observation and documentation. A combination of the [camera’s video footage](#), and [AIS tracking](#) of the movements of the *Dali* and assisting tugs, helped investigators corroborate the details leading up to the moment of collision.

Dave engaged Mike in dialogue about operations to clear debris and re-open the channel, movement of the *Dali* to Norfolk for repairs on June 24, and preliminary concepts for a new bridge. Mike also noted that in addition to the livestream camera and Facebook group, he co-hosts a [podcast](#) providing commentary on ship and cargo movements as well as the commerce and operations of the Port of Baltimore. A recent episode of the podcast offered a thorough discussion of the legal implications of the *Dali* accident.

For those who would like to help families of the six maintenance crew members who died due to the Key Bridge collapse, please consider making a donation through the Baltimore Civic Fund [HERE](#).

The Baltimore & Chesapeake Bay Ship Watchers website, Facebook group, and podcast series offer a rich collection of images and commentary of interest to our maritime community and are well worth a visit.

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

[back to top](#)

---

## Jobs Program Report for June 2024

**By Captain Rob Young, Jobs Program Director**



14 jobs  
Vessel lengths 17-65 feet  
PT and FT  
7 Instruction  
6 Delivery  
1 Other

[back to top](#)

## “Ahoy” from Your Membership Director



### By Captain Phil Gauthier, Membership Director

Current active membership stands at 316. 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.

[back to top](#)

---

## Meet the Captain Trivia



### Edited by Captain Cheryl Duvall

#### How well do you know your fellow CAPCA members?

*If you've been reading our Meet the Captain (MTC) articles in recent months, you'll do well!*

1. Who sailed in the Oyster World Rally a few years ago, in an Oyster 54 from New Zealand to Indonesia, then an Oyster 66 to Cape Town, South Africa?
2. Who comes from a family of 38 captains (and counting), one of whom founded the town of Dennis on Cape Cod, MA circa 1639?
3. Who has chartered boats in the San Juan islands, San Diego, Key West, Greece, Croatia, and Sydney Harbor, just to name a few notable locations?
4. Who started sailing at 2 weeks old and became a lieutenant colonel in the US Air Force?
5. Who captained the Oxford-Bellevue ferry and also the skipjack *Nathan of Dorchester*?
6. Who responded to a CAPCA job board posting and became the Marina Captain for The Tides Inn, Irvington VA?
7. Who grew up around both power and sail boats, and earned a safe boater's certificate at the age of 12, enabling them to take friends skiing, tubing, and fishing on their own?

## Hint:

These captains and their stories appeared in the seven most recent issues of *The Log*. Answers will be given on page 15. No peeking, but feel free to read past issues before guessing.

[back to top](#)

---

## Safety Snapshot – Beat the Heat While Aboard This Summer



**Provided by Alan Karpas  
Safety Coordinator**

*Waterway Guide*, June 24, 2024

“With the recent heatwave across the U.S., boaters are taking to the waterways for relief and recreation. However, intense heat requires extra precautions to ensure a safe and enjoyable experience on the water. Here are some essential tips to help you stay cool and hydrated during your summer boating adventures.

### Hydration is Key

#### Create Shade Onboard

#### Dress Appropriately

#### Plan Wisely

#### Look Out for the Warning Signs of Dehydration and Heat Exhaustion

With careful planning and smart choices, you can beat the heat and make the most of your summer boating adventures!”

Please [go to the complete article](#) and read the important guidance. (Copyright restrictions do not permit us to quote the complete article.)

[back to top](#)

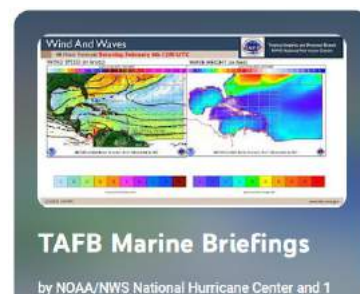
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## Tropical Atlantic Weather Briefings on YouTube

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.

[back to top](#)

---



## 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.

[back to top](#)

---

## 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.

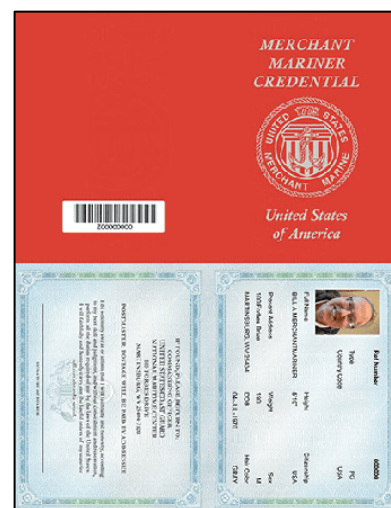
The new credentials will be printed on 8.5" x 11" waterproof synthetic paper from the Government Printing Office (GPO). The updated MMC will include improved security features, such as anti-copy measures, micro-printing, foiling, and intricate patterns.

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](#)."

[back to top](#)



## Answers to Meet the Captain Trivia:

1. Captain Dave Tabor (MTC Mar. 2024)
2. Captain Hilary Howes (MTC Feb. 2024)
3. Captain Alan Karpas (MTC June. 2024)
4. Captain Yvonne Brandt (MTC Dec. 2023)
5. Captain Doug MacNair (MTC Apr. 2024)
6. Captain Mike Clark (MTC Jan. 2024)
7. Captain Erin Manor (MTC May. 2024)

And remember, you can always access past MTC archives here:

[https://www.capca.net/images/PDF/mtcarchive/MTC\\_Index.php](https://www.capca.net/images/PDF/mtcarchive/MTC_Index.php)

[back to top](#)

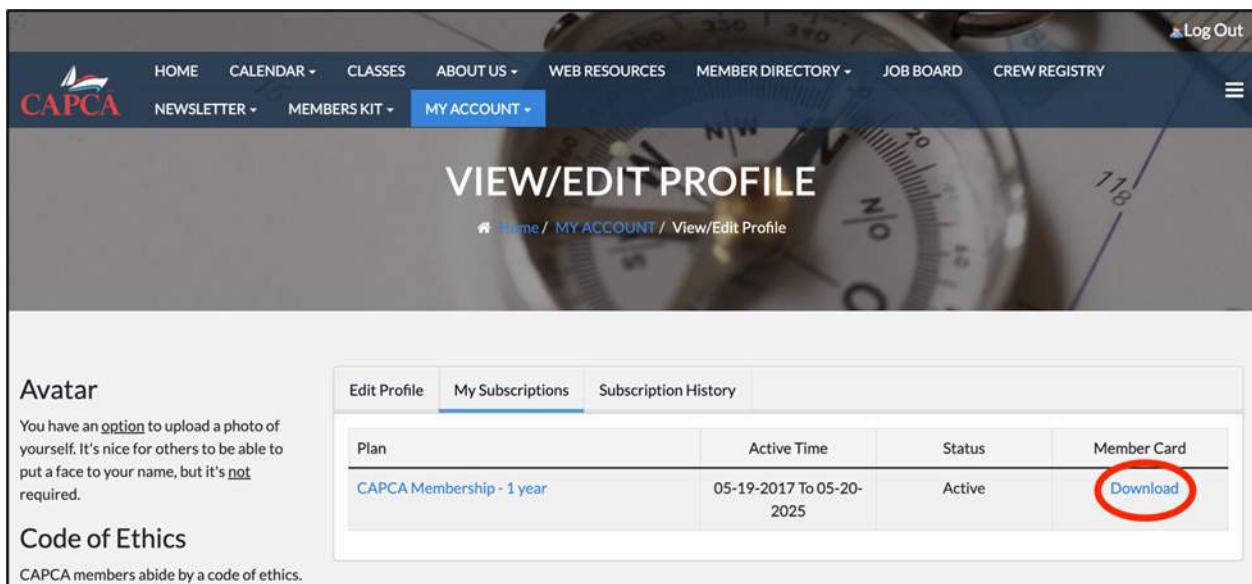
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## Print Your Membership Card

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	<a href="#">Download</a>

[back to top](#)



## ABYC Happenings

By Captain John Wesley Nash  
ABYC Coordinator



### ABYC Free Webinar Mastering Hull Identification Numbers

In 1972 the United States Coast Guard created a system for tracking the history of boats, their theft or vandalism, and involvement in accidents. All boats manufactured or imported on or after November 1, 1972, must bear a HIN (Hull Identification Number). Before 1972 manufacturers created their own serial numbers, but there was no universal format. The HIN format was updated and did not become a fully required feature until 1984.

Much like your car's VIN, the HIN is a 12-character serial number that uniquely identifies your boat. It contains a manufacturer ID code, hull serial number, model year, and when the boat was built. A duplicate of the HIN is required on the interior of the boat. Size, position, and means of attachment are also specified.

On July 17 at 1:00pm, ABYC is presenting a **free online webinar** named *Mastering Hull Identification Numbers*. The webinar will provide valuable insights and practical skills in Hull Identification Number formats and guidelines, highlighting the impact on boating safety. It's tailored for marine surveyors, OEMs, insurance providers, yacht brokers, accident investigators, law enforcement professionals, and other industry stakeholders. The webinar will be a great continuing education opportunity and refresher.

The agenda for the free *Mastering Hull Identification Numbers* webinar includes:

- HIN formats and location refresher
- USCG policies surrounding HINS
- How the new Homebuilt boat policy affects surveyors
- Update on discussions related to HINs
- The possibility of a required check digit



Pre-registration is required on the ABYC website. The webinar will be hosted on Zoom. Access will be emailed one week prior to the webinar date.

\*\*\*\*\*

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](http://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](mailto:jwn54@outlook.com) or 703-887-1836 (C).

[back to top](#)

---

## Your Nautical Knowledge Quiz

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

1. A safe water mark may be \_\_\_\_\_.
  - A. vertically striped
  - B. spherical
  - C. showing a white light
  - D. All of the above
2. You are fighting a Class B fire with a portable dry chemical extinguisher. The discharge should be directed \_\_\_\_\_.
  - A. over the top of the fire
  - B. to bank off a bulkhead onto the fire
  - C. at the seat of the fire, starting at the near edge
  - D. at the main body of the fire
3. Certain equipment aboard vessels, inspected under the small passenger vessel regulations, is required to be marked with the vessel's name. This includes \_\_\_\_\_. (small passenger vessel regulations)
  - A. bunks, silverware, china, and glassware
  - B. anchors, line, paint cans, and fuel drums
  - C. life jackets, life floats and paddles
  - D. whistles, searchlights, navigation lights, and ship's bell
4. The "preface word" used for the safety of navigation transmissions is \_\_\_\_\_.
  - A. Mayday
  - B. Pan-pan
  - C. Sécurité
  - D. Safety

Answers on p. 23. No peeking!


[back to top](#)

## Website Spotlight: Intracoastal Waterway



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: Intracoastal Waterway

Click on the Web Resources menu tab to get a list of categories: "Intracoastal Waterway" is the fourth item in the category list.

- ActiveCaptain Community
- Atlantic ICW Bridge Guide Online
- Lake Okeechobee and Vicinity Report
- Salty Southeast Cruisers' Net
- Skipper Bob Publications

- [Waterway Guide®](#)

Each of the underlined titles is a clickable link **on the members' side of the website**. Go explore.

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

Also, please send us suggestions for other features you would like to see on your website, or if you spot a problem, such as a broken link. E-mail [webmaster@capca.net](mailto:webmaster@capca.net).

[back to top](#)

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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](http://www.navcen.uscg.gov), providing an accessible platform for users to stay informed.

Key features of the tool include:

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

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

[back to top](#)

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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](mailto:logeditor@capca.net)

[back to top](#)

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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 PDF version.

[back to top](#)

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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.

[back to top](#)



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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.

[back to top](#)

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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](mailto: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)

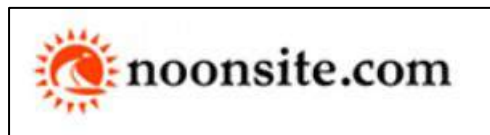
[bruce.johnson@cgauxnet.us](mailto:bruce.johnson@cgauxnet.us)

410.707.1682 (mobile)

[back to top](#)

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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.

[back to top](#)

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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>

[back to top](#)

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## UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION

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

If you change your email address on Your Profile, also please email [webmaster@capca.net](mailto:webmaster@capca.net). We use Constant Contact for CAPCA announcements, which is a separate email list.

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

[back to top](#)

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### Answers to the Nautical Quiz

- 1. D            3.C
- 2. C            4.C

[back to top](#)

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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](mailto:jobs@capca.net).

[back to top](#)



Visit the Ships Store. Summer Is Here!



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

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

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

[back to top](#)

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## Current CAPCA Board and Assistants

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

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Facilities Committee	Cheryl Duvall, Hilary Howes

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

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

[back to top](#)

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## *The Log* Staff

### **EDITOR**

Priscilla Travis

### **ABYC HAPPENINGS**

John Wesley Nash

### **MEET THE CAPTAIN EDITOR**

Cheryl Duvall

### **SAFETY SNAPSHOT**

Alan Karpas

### **SPEAKER and EVENT SUMMARIES**

Bob Thomson

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

[back to top](#)

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