



December 2024

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2025 CALENDAR - in progress



Jan. 27, 2025 **6:45-8:30 p.m. “Running Your Captain Business – Hear from the Experts.”**
(See p. 5 for details.)

Feb. 24, 2025 **6:45-8:30 p.m. “Taking Action to Protect the Chesapeake Bay.”** (See p.5 for details)

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: A Year in Review



By Captain Tony Tommasello, CAPCA President

Collapse of the FSK Bridge

The ship failed. The Pilot did everything right. A vessel dysfunction is unpredictable and possibly catastrophic. Every year we read reports of standing rigging collapsing during an ocean race on boats that are engineered and maintained for this purpose. When we board a vessel for delivery or to provide instruction, it’s the captain’s responsibility to inspect the boat systems before getting underway. Does the crew get any guidance on their actions should a failure occur?

Boating Incidents

Multiple incidents occurred: one involved a large boat aground in South River, others included onboard fires in marinas and on the Bay, collisions of boats with standing piles and other boats, a boat flipped trapping a person under the overturned hull, and deaths (six at the FSK bridge collapse, one at Breezy Point due to a boat crash, and one at Newport News when a man jumped overboard to retrieve a dip net). Some incidents are related to Operating Under the Influence [OUI] (of alcohol or drugs). These may decline in the coming years.

Newly introduced into Maryland law as of July 1, 2024, "[Nick's Law](#)" allows the court system to prohibit OUI offenders from operating a vessel in state waters for up to two years, or if the violation results in a fatality, up to five years. Previously, offenders could only be prohibited from operating for just one year, and two years in fatal incidents.

CAPCA members should provide good examples to recreational boaters. I had an experience with a MOB from a motorized dingy at the mouth of Weems Creek while teaching an ASA course. The operator wore no life jacket, and the engine cut-off switch lanyard required by a 2021 Federal law was not attached to him. Fortunately, the gas-powered motor on the dingy cocked full to starboard causing the craft to circle tight and crisply. This allowed the operator to swim clear and for our vessel to recover him from the water. This was an excellent teaching opportunity in terms of picking up a MOB in a challenging situation, in emphasizing the importance of wearing one's PFD, and having a cut-off switch lanyard.

CAPCA Advances in 2024

CAPCA made several significant advances in 2024. We hadn't had a booth at boat shows for many years. In 2024 we designed and produced a new very attractive booth display. We participated in four shows, two in the spring; The Bay Bridge Powerboat show and the Annapolis Boat Show, and two in the fall; The Annapolis Sailboat Show, and the Annapolis Powerboat show. Having a booth at the boat shows was a profitable use of time and money because we met captains and soon-to-be captains telling them of the advantages of CAPCA membership and encouraging them to join us. Last year at this time our membership count was 303. Our current count is 334, a 10% increase in membership.

We purchased audio-visual hardware that allows us to broadcast our meetings on Zoom and engage members in a live format for whom travel is challenging. They can interact with speakers and vote on matters that come up during the meetings. The meeting recordings are saved and posted on [our YouTube channel](#) for later viewing.

The Board of Directors created three member-at-large positions. Although CAPCA members are welcome at any BOD meeting, the BOD wants to create greater opportunities for member input and to provide voting opportunities for them. A member-at-large is a voting member of the Board.

Nominations and election of new BOD members in specific positions were successfully carried out. At the December 2nd Fall Business Meeting, an amendment to Bylaws 4.2.1 was passed, stating that unopposed candidates are approved by a show of hands vote rather than having to complete a paper ballot. Read the meeting summary on p. 4.

In addition to these advances, CAPCA received the usual BOD services of continuing education, program speaker presentations, maintaining the website, posting job opportunities, managing our budget, securing our membership, publishing our newsletter, posting minutes from the BOD meetings, and ensuring our communication system is functioning properly. All the BOD members have our deep appreciation for their voluntary service to the Association.

Anyone interested in serving on the BOD, or staffing our booth at a boat show should contact me at president@capca.net and share their desire to serve the Association.

We are looking for a volunteer for Director of Continuing Education. Send your name to president@capca.net

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CAPCA 2025 Elections, Bylaws Amendment and Budget Approved

Dec. 2, 2024 Fall members-only business meeting. A quorum of 40 members was present. Terms begin January 1, 2025.

The minutes of the meeting are available on the member side of the website at About Us/General Meeting minutes.

ELECTION SLATE APPROVED

One year Term:

President	Tony Tomasello
Vice President	Davis Jones
Asst. VP	Greg Pabst
Secretary	Bob Thomson
Treasurer	Carl Bart (term extension)

Con Education Director Please Volunteer. Send your name to president@capca.net

Jobs Program Director	Laura Olsen
Membership Director	Phil Gauthier (term extension)
Webmaster	Dave Sire (term extension)

NEW POSITIONS

	(one-year terms)
Member at Large	Hilary Ranney-Howes
Member at Large	Robert Doolittle
Member at Large	Alan Karpas

BYLAWS AMENDMENT APPROVED

4.2.1 Nomination and election procedures at the November Annual General Meeting shall be held in accordance with Robert's Rules of Order, Newly Revised, newest edition. A quorum of 10% of the eligible Members being present, in person or electronically, **When there is only a single candidate or slate of candidates for elected position(s) at the Fall Annual Business Meeting, that candidate or slate of candidates shall be considered to be duly elected if, by a show of hands, Members express their approval.** *(bold text is the amendment)*

The 2025 BUDGET was APPROVED

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Program Director Report for December 2024



By Captain Cheryl Duvall in collaboration with Program Committee members Captains Bob Thomson, Hilary Howes, and Dave Ohler.

Looking Ahead to 2025

The CAPCA program committee has secured speakers for timely topics as we start the new year. Note that the January and March programs will be held at the Elks Lodge, with a Zoom option for those who are unable to attend in person.

January 27, 6:45-8:30 pm: “Running Your Captain Business – Hear from The Experts,” in-person at the Elks with Zoom option for remote attendees.

Panelists:

- **Chase Eshelman, Lochner Law Firm**
- **Captain Davis Jones, owner of Shardana Sailing Charters**
- **Insurance agent (awaiting speaker confirmation)**

Are you thinking about using your captain’s license to generate income? Or perhaps you already do but want to confirm you are protecting your interests for services such as running charters, doing deliveries, or providing instruction. Whether running a full-time business or working occasional opportunities, there are important legal, financial, and practical considerations that you should be aware of to operate successfully.

February 24, 6:45-8:30 pm: “Taking Action to Protect the Chesapeake Bay” (virtual via Zoom)

- **Matt Stegman**, Chesapeake Bay Foundation, Maryland Staff Attorney
- **Johnny Shockley**, Blue Oyster Environmental, Founder and Lifelong Waterman

Each year, the Chesapeake Bay Foundation (CBF) supports more than 22,000 actions at the local, state, and federal levels, to help “save the bay.” As captains whose work and livelihoods depend on a healthy Chesapeake Bay, CAPCA members are uniquely positioned to understand and take action to protect the waters that we navigate.

Monday March 24, 6:45-8:30 pm: “Pilot Perspectives,” in-person at the Elks with Zoom option for remote attendees.

Speaker: Captain Elizabeth Christman

Captain Christman spoke to CAPCA several years ago and will return to regale us with her many stories from a pilot’s perspective. Stay tuned for more information about this program, but to whet your appetite, [READ MORE](#) about Captain Christman from the Association of Maryland Pilots.

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Meet the Captain: James (Mike) Crothers

An interview with Captain Cheryl Duvall, MTC Editor

How did you get into boating? I grew up half a mile from the coast of New Hampshire and had a lot of experience on the ocean. Each summer my father would borrow or rent a 35'- 40' sailboat and pack all of us kids in for a two-week sail along the New England Coast. With no LORAN, radar, or GPS, we explored the rocky coves and swam in the frigid waters, sleeping on deck when it was not raining.



How did your path take you from New England to Maryland? My career was in construction management of large projects that took me to Pittsburgh PA, the Caribbean, Charlotte, NC, and finally

to Maryland in 2008. With three children in college back in North Carolina along with my renovated Cal 20 sailboat, I did not know the duration of my new assignment in Maryland. Not having the funds to invest in East Coast real estate, I purchased a 1988 Hunter Legend to live on and sail weekends. I figured “how much more work could a 40' boat be than a 20' boat?” And “being from New Hampshire, how hard could winter aboard be?”

Tell us about getting a Captain's License. I loved Chesapeake Bay and thought once the kids flew the nest, I might make a living on the water if my construction work ran out. I never ran out of work so I never worked my license, but I am glad I got my Master's for the knowledge and confidence it has given me.

Tell us about your sailing experience. After teaching our children to sail on Lake Norman, my wife Sharon and I bare boated for a couple of weeks in the British Virgin Islands. Then before cruising full time on the East Coast, we sailed Chesapeake Bay with our kids. On other people's boats, I have done local races as well as three races from Annapolis to Bermuda and four return trips. Additionally, I've sailed with friends to Florida and back.

How did you make the decision to go cruising full time? At 55 years old, my wife and I made the decision to take a year off from work and spend it sailing the East Coast to help us decide if we would like to cruise in our retirement. We had a blast cruising and met many new friends between the Bahamas and Maine. We then headed back to work knowing what retirement would look like. We saved money for the next three years and we have been cruising ever since.

When did you join CAPCA, and how do you participate when you are out cruising? I joined CAPCA in 2012 after moving to the Chesapeake area and getting my captain's license. Over the years, I've been able to participate in a few of CAPCA's classes and can attend CAPCA's virtual programs when we are out cruising. But it was great to attend the September 2024 program in person at the Elks, where my wife and I enjoyed meeting other CAPCA members. Also, we both recently worked the CAPCA booth at the fall sailboat show and enjoyed interacting with public and licensed captains who stopped by.



What advice would you give an aspiring cruiser? Assuming you have a partner and they are willing, take some time off to travel and better understand the cruising lifestyle. It can be many different things and hopefully you can find a path that works for you, around the world or around the bay.

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Captains Vicki Saporta and Cheryl Duvall at Cruisers University



Vicki Saporta, Past President and Cheryl Duval, Program Director were invited to do a presentation on behalf of CAPCA at this year's Cruiser's University, held in Annapolis between the Fall Power and Sailboat shows.

Their presentation, "Women: How to Build Your Boating Skills and Confidence" was well received by the women who attended their session.

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Chronic Brain Trauma Is Extensive in Navy's Elite Speedboat Crews

Provided by Marc Rotenberg, Fmr. CAPCA Communication Director 2022-23



Photo by Shaina O'Neal/U.S. Navy

NY Times, Nov. 11, 2024: The pounding that sailors' brains take from years of high-speed wave-slamming in the Special Boat Teams can cause symptoms that wreck their careers — and their lives.

Seeking an edge in combat, the Navy has created boats so powerful that riding in them can destroy sailors' brains, several former senior members of the Special Boat Teams said. In interviews, 12 former boat team leaders — nearly all chiefs or senior chiefs — said the damage piles up almost unnoticed for years, and then cascades, often around the time sailors move into leadership roles.

In a questionnaire sent to boat team veterans by one retired chief, nearly all who replied — about 300 — said they had experienced concussion symptoms from riding on the boats, and most were still experiencing symptoms years later. Nearly a quarter said they had been suicidal.

The widespread reports of injuries point to a problem with implications that go beyond one small, specialized Navy unit: In its push for ever more powerful equipment, the military may have exceeded what many human brains can handle.

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

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Coast Guard Foundation Activates Emergency Disaster Relief Program

August 15, 2024



The Coast Guard Foundation, a non-profit organization committed to strengthening the Coast Guard community and service by supporting members and families, announced that its emergency disaster relief program is providing vital assistance to Coast Guard members and their families impacted by Hurricanes Beryl and Helene, Tropical Storm Debby, and glacial flooding in Juneau, Alaska.

In response to these natural disasters, the Coast Guard Foundation has activated its emergency disaster relief program to provide immediate assistance to Coast Guard members who have been directly affected. The program offers a financial grant to help cover the costs of basic essentials, home repairs, replacement of household goods, temporary housing and emergency travel, and insurance deductibles.

To apply for assistance, visit coastguardfoundation.org/emergency-relief-grant.

To support the Coast Guard Foundation's emergency disaster relief program, visit coastguardfoundation.org/disaster-relief.

To learn more about the Coast Guard Foundation, or to help support its work, please visit www.coastguardfoundation.org or call (860) 535-0786

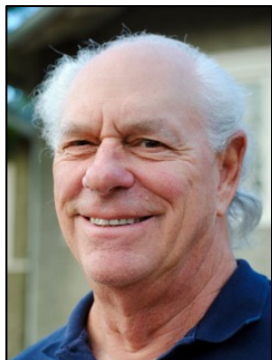
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Hurricane Helene

Hurricane Helene has caused significant devastation in the southeastern U.S., impacting Florida, North Carolina, South Carolina, and Georgia. The hurricane brought intense winds, heavy rainfall, and flooding. This has led to widespread power outages and damage to homes and infrastructure across many coastal and inland communities.

Charity Navigator has curated a list of highly rated organizations that are providing immediate or long-term support to the victims of Hurricane Helene. The website lists many charities and has a direct donation button for each.

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Continuing Education By Captain Alan Karpas

Planning is underway for Spring 2025 classes.

Please send suggestions for courses or seminars you would like to education@capca.net.

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Jobs Program Report for November 2024

By Captain Rob Young, Jobs Program Director



5 Jobs Listed
3 x Delivery
1 x Instruction
1 x Part-time Captain
2 x Power, 3 x Sail

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“Ahoy” from Your Membership Director



By Captain Phil Gauthier, Membership Director

Current active membership stands at 334. 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!** See the member home page for the rewards.

Captains, two notices as noted below have been sent out to those that are listed with expired Merchant Mariner Credentials, (MMC). Please follow through and update your profile with your new MMC Expiration date and upload a copy of your new MMC or Letter of Continuity.

In accordance with the bylaws of the Chesapeake Area Professional Captains Association, (CAPCA) you must maintain a current Merchant Mariner Credential, (MMC) or Coast Guard Document of

Continuity. The bylaws also allow members to remain active if their license expiration is within the renewal grace period prescribed by the Coast Guard. **The Coast Guard recently announced a temporary extension of the one-year grace period to six years.** Since you are in this grace period, your membership remains active. As stated in the Coast Guard announcement, “the administrative grace period does not extend the validity of an MMC and a mariner may not sail under the authority of an expired credential.” **If you have renewed your license, please log on to the CAPAC members page to update your license expiration date and upload a copy of your current license.**

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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ABYC Happenings



**By Captain John Wesley Nash
ABYC Coordinator**

What can ABYC Do for Licensed Captains?

CAPCA maintains a group membership in the [American Boat and Yacht Council \(ABYC\)](#) for the benefit of our members, but apparently not too many of you have checked out the resources to see what might be useful to you.

Based in Annapolis, ABYC is a non-profit, member organization that develops voluntary global safety standards for the design, construction, maintenance, and repair of recreational boats. Some of ABYC’s standards are incorporated into USCG regulations.

ABYC also has a long-established commitment to providing technical education, training, certification, and professional development. Their seminars, workshops and technician certification courses are instrumental in increasing the level of knowledge and professionalism throughout the boating industry.



If you have a boat of your own or operate vessels while working your license, ABYC information can be useful to you. Among the many topics we highlight in the CAPCA Log’s ABYC column are articles about electrical systems and batteries, engines, winterizing, buying a European boat, crash investigations, marine law, ABYC Standards application and compliance, safety equipment, ABYC courses and seminars, joysticks, and

towing vessel regulations. The ABYC website has much more for members on the **“Industry Site”** (top menu tab).

To access the member side of the ABYC website, log in to www.capca.net with your user name and password and click on MEMBERS KIT, Discounts. The second item in Discounts list is ABYC, with **the login information for the ABYC website**. We keep that information there for security reasons.

On the “Industry Site” tab of the ABYC website you’ll find:

- The [standards and online Standards Library](#), with enhanced search functionality. You also can call their Technical Department with questions and get free advice.
- [Online referral directories](#): You can look up a business or list your business. Directories include: ABYC Members, Certified Technicians, Manufacturers, and Surveyors.
- [Educational videos and webinars](#) to learn more about marine electrical, marine corrosion, marine systems, diesel and gas engines and support systems, composite boat building, etc.
- [ABYC Certification courses](#), most of which are discounted up to 30% for members vs. non-members. If you are a Master Marine Technician these savings add up fast!

The [ABYC Recreational Boaters](#) side of the website (tab in upper right) is open to the public. There you can find lists of certified technicians and marine surveyors, watch DIY videos, see boat systems checklists, and see how ABYC standards apply to recreational vessels.

Please check out the ABYC website and see what may help you continue to operate your vessels professionally and safely. And keep reading “ABYC Happenings” in the CAPCA Log.

Ed. Note: Log Editor and CAPCA Secretary Priscilla Travis attended the February 2024 ABYC Marine Law Symposium. It was an all-day online or in-person event with excellent speakers. I appreciated the discount offered through CAPCA’s group membership. Check out their online and in person classes.

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

The ABYC username and password are in the ABYC listing at the top of the page. For security reasons we do not put this information in *The Log*.

For any questions or additional information, you can contact Captain John Wesley Nash at jwn54@outlook.com or 703-887-1836.

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Safety Snapshot: The Truth about Cold Water



**Provided by Alan Karpas
Safety Coordinator**

By Mario Vittone

It's that time of year again, and whether you're out on the water or just walking down a dock, former USCG Rescue Swimmer, Mario Vittone, tells the truth about cold water immersion.

I'm going to come right out and tell you something that almost no one in the maritime industry understands. That includes mariners, executives, managers, insurers, dock workers, for certain – fisherman, and even many (most) rescue professionals:

"It is impossible to die from hypothermia in cold water unless you are wearing flotation, because without flotation – you won't live long enough to become hypothermic."

Despite the research, the experience, and all the data, I still hear "experts" – touting as wisdom – completely false information about cold water and what happens to people who get in it. With another season of really cold water approaching, I feel compelled to get these points across in a way that will change the way mariners behave out there on (or near) the water. What follows is the truth about cold water and cold water immersion. I know that you think you know all there is to know about hypothermia already (and maybe you do), but read on and see if you aren't surprised by something. When the water is cold (say under 50 degrees F) there are significant physiological reactions that occur, in order, almost always.

So what exactly happens when you enter cold water?

- **You Can't Breathe:**

The first phase of cold-water immersion is called the cold shock response. It is a stage of increased heart rate and blood pressure, uncontrolled gasping, and sometimes uncontrolled movement. Lasting anywhere from 30 seconds to a couple of minutes depending on a number of factors, the cold shock response can be deadly all by itself. In fact, of all the people who die in cold water, it is estimated that 20% die in the first two minutes. They drown, they panic, and they take on water in that first uncontrolled gasp. If they have heart problems, the cold shock may trigger a heart attack. Surviving this stage is about getting your breathing under control, realizing that the stage will pass, and staying calm.

- **You Can't Swim:**

One of the primary reasons given by recreational boaters when asked why they don't wear a life jacket is that they can swim. Listen up, Tarzan; I swam for a living for the better part of my adult life, and when the water is cold, none of us can swim for very long. The second stage of cold water immersion is swimming failure. Lacking adequate insulation your body will make its own. Long before your core temperature drops a degree, the veins in your extremities (those things you swim with) will

constrict, you will lose your ability to control your hands, and the muscles in your arms and legs will just flat out quit working well enough to keep you above water. Without some form of flotation, and in not more than 30 minutes, the best swimmer among us will drown – definitely – no way around it. Without ever experiencing a drop in core temperature (at all) over 50% of the people who die in cold water die from drowning perpetuated by swimming failure.

- **You Last Longer than You Think:**

If you have ever heard the phrase that, “Water is so cold, you will die from hypothermia within ten minutes,” then you have been lied to about hypothermia. For that matter you can replace ten minutes with twenty, or thirty, or even an hour, and you have still been lied to. In most cases, in water of say 40 degrees (all variables to one side), it typically takes a full hour to approach unconsciousness from hypothermia the third stage of cold water immersion – though you must be wearing flotation to get this far.

We are all different in this regard, but I once spent an hour in 44 degree water wearing street clothes and my core temperature was only down by less than two degrees (I was not clinically hypothermic). It was uncomfortable to be sure, and I wouldn't recommend finding your own limit, but it probably would have taken another hour to lose consciousness, and an hour after that to cool my core to the point of no return. The body's efforts to keep the core warm – vasoconstriction and shivering – are surprisingly effective. The shivering and blood shunting to the core are so effective, that twenty minutes after jumping in (twice the “you'll be dead in ten minutes” time), I had a fever of 100.2.

- **Rescue Professionals Think You Live Longer:**

There is a good side to the misconceptions about hypothermia. Should you ever be in the water in need of rescue, you can be certain that the Coast Guard is going to give you the benefit of every possible doubt. When developing search criteria – search and rescue coordinators use something called the Cold Exposure Survival Model (CESM). It is a program wherein they enter all the available data about the victim (age, weight, estimated body fat, clothing, etc.) and about the environment (water temp, sea state, air temp, wind) and the software spits out a number that represents the longest possible time a person can survive under those conditions. I plugged my own information into it once and it said I could survive for over 4 hours in 38 degree water wearing nothing but a t-shirt and jeans and no flotation. I can tell you from experience that the CESM is full of it – I'd give me 35 minutes tops – but the error is comforting. If the program that determines how long I might live is going to be wrong – I want it to be wrong in that direction.

- **Out of the Water is not out of Trouble:**

I lost count of the number of survivors I annoyed in the back of the rescue helicopter because I wouldn't let them move. I had a rule – if they came from a cold water environment – they lay down and stayed down until the doctors in the E.R. said they could stand. It didn't matter to me how good they felt or how warm they thought you were because the final killer of cold water immersion is post-rescue collapse. Hypothermia does things besides making everything colder. Victims are physiologically different for a while. One of the things that changes is called heart-rate variability. The heart's ability to speed up and slowdown has been affected. Getting up and moving around

requires your heart to pump more blood, being upright and out of the water is also taxing, then any number of other factors collide and the heart starts to flutter instead of pump – and down you go. Victims of immersion hypothermia are two things; lucky to be alive; and fragile. Until everything is warmed back up – out of the water and dry is good enough – mobility comes later.

Did you learn anything? If you did, then hopefully you'll use it to make good decisions when it comes to being safe on and around cold water; good decisions like these:

- When working on deck, wear flotation. This includes, especially, all fisherman in Alaska. I couldn't find more recent research, but the 31 Alaskan "fell overboard" casualties in 2005 died from drowning, not cold water. Not one of them was wearing flotation. Many couldn't stay above water long enough for their own boats to make a turn and pick them up over a life jacket.
- If you witness a man overboard – getting the life ring directly to them is critical (vital – step one – must do it). Make certain that all-important piece of safety gear is not just on your vessel, but readily available and not tied to the cradle.
- When working on deck – wear flotation. I said that already? Well, when I quit reading search reports that end with "experienced" mariners dying because they thought they understood cold water – I'll come up with better advice.

Published November 10th, 2009 by Mario Vittono.

[Visit Mario's informative Maritime Safety and Rescue 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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Your Nautical Knowledge Quiz

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

- When do you use your FCC call sign when transmitting on channel 16?
 - Only at the beginning of a transmission
 - Only in an emergency
 - Only if asked by the U.S. Coast Guard
 - Always at the beginning and ending of a transmission
- When you are steering on a pair of range markers and find the upper marker is in line above the lower marker, you should _____.
 - continue on the present course
 - come left
 - come right
 - wait until the lights are no longer in a vertical line
- The Coast Guard determines how many passengers are permitted on a "T-Boat" by applying the _____.
 - "Length of Rail" criteria, allowing 30 inches of rail space along the vessel's sides and transom for each passenger
 - "Deck Area" criteria that permits one passenger for every 10 square feet of deck space available for passenger use
 - "Fixed Seating" criteria that allocates 18 inches of space for each passenger to rest his/her buttocks upon
 - Any or a combination of the above criteria
- Oily rags should be _____.
 - kept in nonmetal containers
 - discarded as soon as possible

- C. cleaned thoroughly for reuse
- D. kept in the paint locker


Answers on p. 17. No peeking!
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Website Spotlight: Web Resources

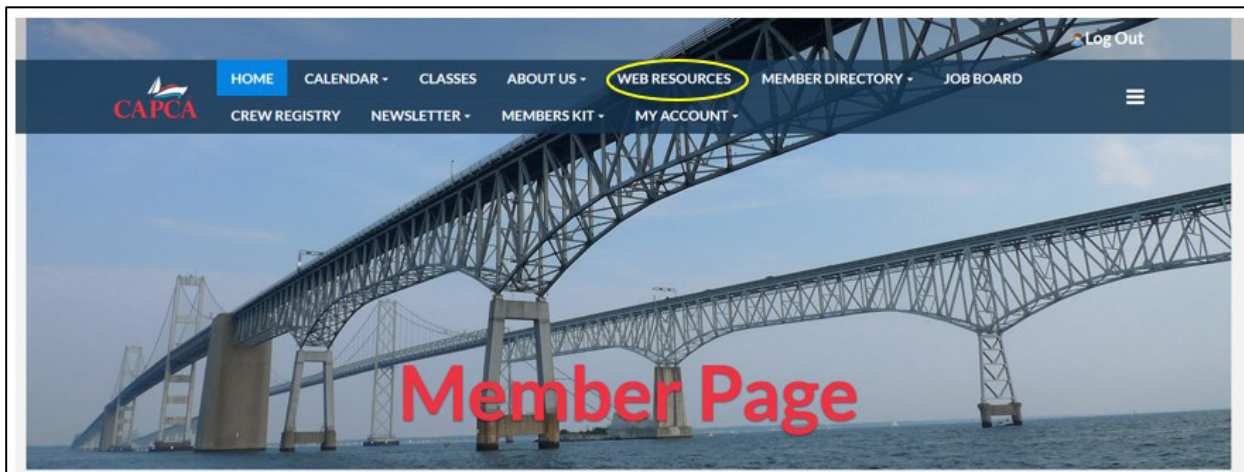


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

Please **bookmark** the **member login page** on all your devices so you can go right to the member side of the website. The member's pages have more information than the public pages. Everything you are likely to need is on the member side, but occasionally 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." 

Check the CAPCA Web Resources menu tab for a list of internet resources that might be of interest to you.



<https://www.capca.net/web-resources2>

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

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

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USCG New Online “Launch and Recovery” Charting App

Provided by Hans J. Hoffmann, CAPCA Vice-President

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



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

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

Key features of the tool include:

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

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

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Answers to the Nautical Quiz

1. D
2. A
3. D
4. B

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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.

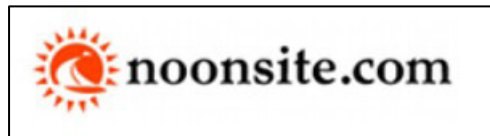
Voluntary UPV examinations are available to assure that owner / operators comply with federal regulations. If the vessel passes a UPV exam a decal is issued. Since this is a voluntary dockside exam, it is not a law enforcement action, and no citations are issued. On the other hand, passing a UPV exam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

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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 liveaboard authors and cruisers, Tom and Mel Neale.

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

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

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UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION

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

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

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

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

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CAPCA's Crew Registry Program

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

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



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

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

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

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

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

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

3. Captains **looking for crew**, log in to the member side of the CAPCA website and examine the crew registry list to see the available crew listings. The most recent postings appear at the top of the list.
4. If a captain is interested, he or she can contact you directly and you two can work out arrangements for duties and pay.

5. The list of members who have signed up for crew duty will remain available indefinitely. The list will form a crew registry to which captains can refer time after time.
6. **Editing your information:** If any of the information you filled out on your registry form changes, or if you no longer want to be included on the Crew Registry list, you can edit or delete your listing yourself. Log in with your member username and password, click the CREW REGISTRY menu item and the blue "Edit Your Listing" button. You will see four icons to the right of your listing for viewing, editing, deleting, or downloading. You can hover your cursor over each icon to see what it does.
7. If you are on the Crew Registry, this might be a good time to **review your listing**. If any of your information has changed, you can update it with immediate results. If you are no longer interested in being listed on the Crew Registry, please delete your listing.

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

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Visit the Ships Store. It's Winter.

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

To go to the Queensboro store from the Ship's Store page **"CLICK HERE TO ORDER."**

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

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CAPCA Board and Assistants

Find the list of the current Board and Assistants on the member side of the website at About Us/Leadership.

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 Thomson

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

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