



**January 2025**

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**2025 CALENDAR - in progress**



- Jan. 27**                    **Meeting: 6:45-8:30 p.m. “Running Your Captain Business – Hear from the Experts.”** (in-person at the Elks Lodge and on Zoom). See <https://www.capca.net/calendar-public/speakers> for details.
- Feb. 24**                    **Meeting: 6:45-8:30 p.m. “Taking Action to Protect the Chesapeake Bay.”** (virtual via Zoom). See <https://www.capca.net/calendar-public/speakers> for details.
- March 15**                    **Class: [CPR/AED and First Aid for Boaters](#)**, 8:00 AM – 5:00 p.m. Selby Bay Yacht Club, Edgewater, MD. See <https://www.capca.net/classes> for details.
- March 24**                    **Meeting: 6:45-8:30 pm: Pilot Perspective: A View from the Helm with Captain Elizabeth Christman** (in-person at the Elks Lodge and on Zoom). See <https://www.capca.net/calendar-public/speakers> 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 New Year



### By Captain Tony Tommasello, CAPCA President

The New Year brings with it an opportunity for introspection and reflection on one’s past actions and to think about change. This month’s contribution to the newsletter is out of the ordinary. It’s not meant to be preachy. I want to share ideas with the Association that occupy my mind at the beginning of each year when I desire to let go of the past and to plan for the future.

Each morning we engage new day. Even when we’ve been dealing with a problem for days in a row, a 24-hour interval offers time to re-evaluate the situation and perhaps see it in a new light. Over the

course of a year one can consider what s/he did well, what could have been done better, and what should have been done. Consider those with whom we interacted. During a delivery, was the crew well organized and prepared to respond to the captain's commands? When teaching, were instructions clear or misleading? What improvements can be made?

What can one do to enhance his or her life in the future? Habits are hard to break. First one must recognize that a pattern of behavior has become so regular that it is done unconsciously. Crew should know that when a command is issued captains expect it to be executed. When the action is performed, and something goes awry, it's the captain's fault. However, if something goes wrong when the command is not executed it's the crew's fault. At the end of a delivery or a teaching session the captain can ask those onboard if their experience could have been improved. Everyone benefits from this exchange.

Make a list of tasks that have been put off as regards boat repair or maintenance. Have we delayed ordering a replacement part or installing one that has been delivered? Consider simple organization. "A place for everything and everything in its place" is a phrase that is easy to recall. In the hustle and bustle of everyday life it can be difficult to adhere to. Having a section in the boat log that lays out the location of items is a handy reference. If the Coast Guard were to board the vessel would the required documents and safety gear be quickly at hand? Worse, if there were an emergency that required leaving the vessel is the grab bag prepared and easily acquired?

The new year may be a time for learning new skills with respect to running one's own vessel or boats being delivered and developing new teaching techniques. There's always something new to be learned keeping us young at heart and our brains active.

In the new year we can strengthen relationships with those close to us. In contrast, perhaps we should distance ourselves from those who are bad influences. Both strategies can improve our lives and broaden the circle of people around us who can enrich our experience and increase our joy in life.

I wish all the CAPCA members a Happy New Year and success and achievement in your 2025 engagements.

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## The SHIPS for America Act

**Provided by Greg Pabst, CAPCA Asst. Vice President**

"Last month, [Senator Mark Kelly \(D-Ariz.\)](#), Senator Todd Young (R-Ind.), Representative John Garamendi (D-Calif.-8), and Representative Trent Kelly (R-Miss.-1) introduced the **Shipbuilding and Harbor Infrastructure for Prosperity and Security (SHIPS) for America Act**, comprehensive legislation to revitalize the United States shipbuilding and commercial maritime industries.

Establish a national goal of expanding the U.S.-flag international fleet by 250 ships in 10 years by creating the Strategic Commercial Fleet Program, which would facilitate the development of a fleet

of commercially operated, U.S.-flagged, American crewed, and domestically built merchant vessels that can operate competitively in international commerce.

This bill is intended to make historic investments in maritime workforce by establishing a Maritime and Shipbuilding Recruiting Campaign, allowing mariners to retain their credentials through a newly established Merchant Marine Career Retention Program. The bill also makes long-overdue changes to streamline and modernize the U.S. Coast Guard's Merchant Mariner Credentialing system."

[Read the complete article.](#)

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## What Makes a Good Captain?

By Captain Pat Mundus, *Soundings* magazine, April 2018.

Summary by Captain Priscilla Travis, *Log* editor

"Being a crack sailor or having great boat-handling abilities alone is not enough when it comes to being a 'right stuff' captain." Having good character, responding to gut feelings, experience and training, people skills, good communication techniques, and management skills are essential.

[Read the informative complete article.](#)

Pat Mundus attended New York Maritime College, where she graduated in 1981, one of only 11 women out of the hundreds of graduates and the only woman who went to sea. She spent the next 17 years as a deck officer on tankers, sailing around the world.

When she left the big ships, she and husband Earl bought *Surprise*, a 57-foot wooden ketch, and sailed south in the winter to Guatemala, Mexico, and Belize. Eventually they put the boat into charter. Now Pat owns East End Charters in Montauk and brokers charters mainly for New York City clients.

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## NTSB: Heating Canister Leads to Fire on *Spirit of Boston*

[NTSB Press Release 12/31/2024](#)



*Passenger vessel Spirit of Boston after the fire. NTSB photo.*

"WASHINGTON (Dec. 31, 2024) — An improperly extinguished chafing fuel heating canister, canned heat used to keep food and beverages warm, led to a fire on the passenger vessel Spirit of Boston

last year while moored at the Commonwealth Pier in Boston Harbor, the National Transportation Safety Board said Tuesday. As a result of the [investigation](#), the NTSB issued four new safety recommendations and reiterated a safety recommendation to the U.S. Coast Guard.

On March 24, 2023, a fire broke out on the Spirit of Boston's first deck wait station after the scheduled cruise had ended, the vessel had docked and all passengers had departed. NTSB investigators determined the fire started under a plastic glassware rolling cart after an improperly extinguished chafing fuel heating canister was unintentionally dropped by hospitality staff in the area. None of the service workers who were onboard at the time of the fire were injured. The fire resulted in \$3.1 million in damages to the vessel.

All of the marine crewmembers had departed the vessel before the fire began. Without a properly trained marine crewmember onboard with the remaining hospitality staff, the emergency response plan for a fire could not be executed as intended. The NTSB found that the fire could have likely been extinguished before it grew had a marine crewmember been on board at the time. The NTSB recommended City Cruises US, operator of the Spirit of Boston, require at least one marine crewmember to remain on board its vessels until all non-crew personnel depart the vessel.

Investigators also found City Cruises US lacked documented procedures on how to handle open-flame devices on its vessels. Hospitality staff were verbally instructed on how to handle the heating canisters. NTSB investigators found in some cases the hospitality staff did not consistently extinguish canisters in accordance with the verbal instructions or manufacturer's guidance. The NTSB recommended City Cruises US develop procedures for crewmembers and hospitality staff on the proper handling of open-flame devices on board its vessels.

The NTSB also recommended City Cruises US implement a safety management system, or SMS, for its fleet. An SMS is a comprehensive, documented system to enhance safety for a company and its vessels and when implemented is an effective tool for safety oversight. Procedures for handling open-flame devices and requirements for crewmembers to be on board would typically be included in an SMS.

The NTSB also [reiterated a safety recommendation](#) to the U.S. Coast Guard to require all operators of U.S.-flag passenger vessels to implement SMS. The NTSB has advocated for SMS for passenger vessels since 2005, and in 2010, Congress explicitly granted the Coast Guard the authority to require such systems. Progress has been stalled since January 2021 when the Coast Guard took initial steps to address the NTSB's recommendation.

The NTSB also recommended the Passenger Vessel Association share with its members the circumstances of the Spirit of Boston fire, including the importance of having at least one marine crewmember on board a vessel with non-crew personnel, having procedures for properly handling open-flame devices, and implementing SMS.”

[Marine Investigation Report 24-37](#) is available online.



## Program Director Report for January 2025



### By Captain Cheryl Duvall

**Happy New Year!** The CAPCA Program Committee is excited to announce a great line-up of programs to kick off the new year. Note that the January and March programs will be held at the Elks Lodge, with a Zoom option. Please join us in-person at the Elks if you are able, and arrive early to network with fellow captains, enjoy pay-as-you-go bar and dining services, and take a chance on a **50/50 raffle** ticket (\$3 for 1 ticket, or 3 for \$5).

**And there's more!** In-person attendees will each receive a chance to win a **door prize** at both the January and March meetings. Matt Giorgi, Regional Manager of Oasis Experiences and Lighthouse Point Marina, reached out with a generous offer: "We would be delighted to contribute door prizes for both your January and March programs. To show our support of CAPCA, we would like to donate a **complimentary one-night stay voucher, along with a 'boater bag,'** to each event." Two lucky winners (one in January, and one in March) will have an opportunity to enjoy this newly renovated Baltimore marina, with state-of-the-art docks, in-slip pump-out services for vessels, 24/7 security, and Pusser's, their new on-site restaurant expected to open in Spring 2025.

Mark your calendars for these upcoming programs:

**January 27, 6:45-8:30 pm: Running Your Captain Business – Hear from The Experts** (in-person at the Elks Lodge and on Zoom)

Are you thinking about using your captain's license to generate income? Or perhaps you already do but want to confirm you are protecting yourself 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. Join us to hear from this panel of speakers, moderated by Captain Bob Thomson:

- **Chase Eshelman**, Associate Attorney, Lochner Law Firm
- **Captain Davis Jones**, Owner, Shardana Sailing Charters
- TBD- Maritime Insurance agent (awaiting speaker confirmation)

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

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. Join us for a briefing of key priorities that will impact Chesapeake Bay during the 2025 Maryland General Assembly legislative session.

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

**March 24, 6:45-8:30 pm: Pilot Perspective: A View from the Helm with Captain Elizabeth Christman** (in-person at the Elks Lodge and on Zoom)

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 Elizabeth from the Association of Maryland Pilots: <https://www.mdpilots.com/a-pilots-course>

**And big thanks to Program Committee members Captains Bob Thomson, Hilary Howes, and Dave Ohler.** They work hard as volunteers to provide valuable programs and tours to CAPCA members. Please thank them when you see them!

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## Meet the Captain: Kevin Wikar, PE

### An interview with Captain Cheryl Duvall

**How did you get into boating?** I grew up in New England, and my family had boats since the day I was born. I had my first dinghy at age twelve, and a 16' skiff by age sixteen. Soon I was making the 10-mile run to Block Island on my own boat (picture is 2017, however, on a significantly larger vessel). I have owned power and/or sailboats up to 35 feet my entire life. I attained my 100 GRT Master Inland license in 2000.

**What is your occupation?** I'm a Professional Engineer, licensed in Maryland and Texas. Presently I work as a construction manager for Moffatt & Nichol in port operations, managing challenging projects in the marine environment. My construction and technical background include bridges, dredging, marine structures, coastal infrastructure, and submarine cables.



**Where did you obtain your education for such challenging work?** I graduated with my BS in Civil Engineering in 1989 from University of Massachusetts Lowell and received my Masters in Ocean Engineering/Geomechanics from University of Rhode Island in 1993.

**Tell us about how your professional boating experience began.** While pursuing my Master's degree at URI, I worked on oceanographic research vessels for academics and consulting for the Army Corps and U.S. Navy projects. After that, I spent a couple of years as an able-bodied seaman and geotechnical engineer for Fugro Offshore, doing worldwide seafloor investigations in the Gulf of Mexico, Caribbean, East Atlantic, and Caspian Sea. I was then assigned for one year to the Port of Los Angeles for their Pier 300/400 expansions. That was the start of my sea time toward my Merchant Mariner documentation.

**How did you end up on the East Coast?** Beginning in 1998, I worked a couple of years as mate and operator for crew and environmental sampling vessels at the Maryland Port Administration

dredged material containment facilities: Hart-Miller Island and Poplar Island. From 2000 - 2006, I worked for Potomac Crossing Consultants/URS as a resident engineer for the Woodrow Wilson Bridge project over the Potomac River. This included driving crewboats, utility boats, and occasionally a small tug. Additionally, I owned and operated a 23' aluminum pilothouse vessel for Chesapeake Bay charters for a couple of years beginning in 2001. Later, I owned and operated numerous trailerable vessels for recreational purposes on Chesapeake Bay. In 2021, I accepted a position with Kokosing Industrial-Marine, where I drove crewboats, workboats, and small tugs for marine construction and submarine cable installation projects on the East Coast until 2023.

**When did you join CAPCA?** I first became a member of CAPCA in 2001, soon after getting licensed. I recently rejoined CAPCA and have attended several of our in-person events at the Elks Lodge.

**Where else are you active?** I'm a board member of Atlantic Intercoastal Waterway Association and a member of Boat US. Additionally, I'm a member of the American Society of Civil Engineers and Oceanic Network for Offshore Wind.

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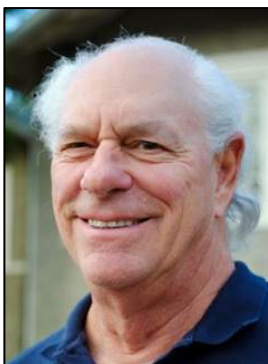
## Jobs Program Report for December 2024

By Captain Laura Olsen, Jobs Program Director



2 Jobs listed  
1 Delivery  
1 Part-time captain  
1 Sail  
1 Power

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## Continuing Education

By Captain Alan Karpas

### [CPR/AED and First Aid for Boaters](#)

CAPCA, is pleased to sponsor a CPR/AED and First Aid Course designed especially for boaters.

This course meets the CPR and First Aid requirements for USCG Captain's License. The certification has a two-year expiration date. The program is taught by American Heart Association Certified Instructors who are all experienced boaters.

Date: Saturday, March 15, 2025

Time: 8:00 AM – 5:00 PM



Location: Selby Bay Yacht Club 1116 Turkey Point Rd. Edgewater, MD 21037

Cost: \$100\* for CAPCA and Selby Bay Yacht Club members; \$115\* for all others.

**To register for the class contact Capt. Alan Karpas – [Alan@SafetyInstituteOfMD.com](mailto:Alan@SafetyInstituteOfMD.com)**

\* **An AHA-approved CPR face mask is required for this course.** If you do not have one, a mask will be available for purchase at the class for \$15.00.

\* American Heart Association Course Completion Certificate is available for an additional \$20.00

Please send suggestions for courses or seminars you would like to [education@capca.net](mailto:education@capca.net).

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## “Ahoy” from Your Membership Director



### By Captain Phil Gauthier, Membership Director

Current active membership stands at 330. 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.

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 CAPCA 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



## ABYC — 70 Years Old

The American Boat & Yacht Council (ABYC) was founded on February 01, 1954. That makes the organization 70 years old.

Responding to a mid-'50s boom in recreational boating, ABYC was formed by members of the Motorboat and Yacht Advisory Panel of the U.S. Coast Guard's Merchant Marine Council. It was incorporated in New York State as a not-for-profit corporation.

Before ABYC was founded, industry wide manufacturing standards and safety recommendations did not exist. Everybody in the marine industry "did their own thing." There wasn't a defined process or an organization to share, develop, and test industry standards.

Today, 90% of boats on the water are built to more than 85 ABYC Standards. ABYC Standards are the basis of quality construction and repair practices, certification programs, and marine surveys. In addition to being used by the recreational boating industry, many ABYC Standards are used or referenced by the U.S. Navy, U.S. Coast Guard, Homeland Security and many organizations around the world. In product liability lawsuits, ABYC Standards are the authoritative reference for evaluating issues of design, construction, maintenance, and product performance. In recent years, the ABYC Foundation was created. It develops and maintains standards used by both secondary and post-secondary schools providing training to students studying marine service technologies.



To become an “ABYC Foundation Affiliated School” they need to participate in the Foundation’s Marine Trades Accreditation Program (MTAP). By participating in MTAP each school is evaluated on several levels of curriculum, supplies, and instruction. Once the evaluation criteria have been successfully met, the school’s Marine Service Technology program becomes “Accredited.” To maintain their “Accredited” status, the school is re-evaluated every few years. This process ensures consistent and reliable instruction on industry-acknowledged topics and techniques.

From ABYC Facebook Page facebook.com/abycinc)

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

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## Safety Snapshot: NTSB Report on the Fire Aboard the *Spirit of Boston*



**Provided by Alan Karpas  
Safety Coordinator**

**See the NTSB article on p. 4, above.**

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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](https://www.coastguardfoundation.org/emergency-relief-grant).

To support the Coast Guard Foundation's emergency disaster relief program, visit [coastguardfoundation.org/disaster-relief](https://www.coastguardfoundation.org/disaster-relief).

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

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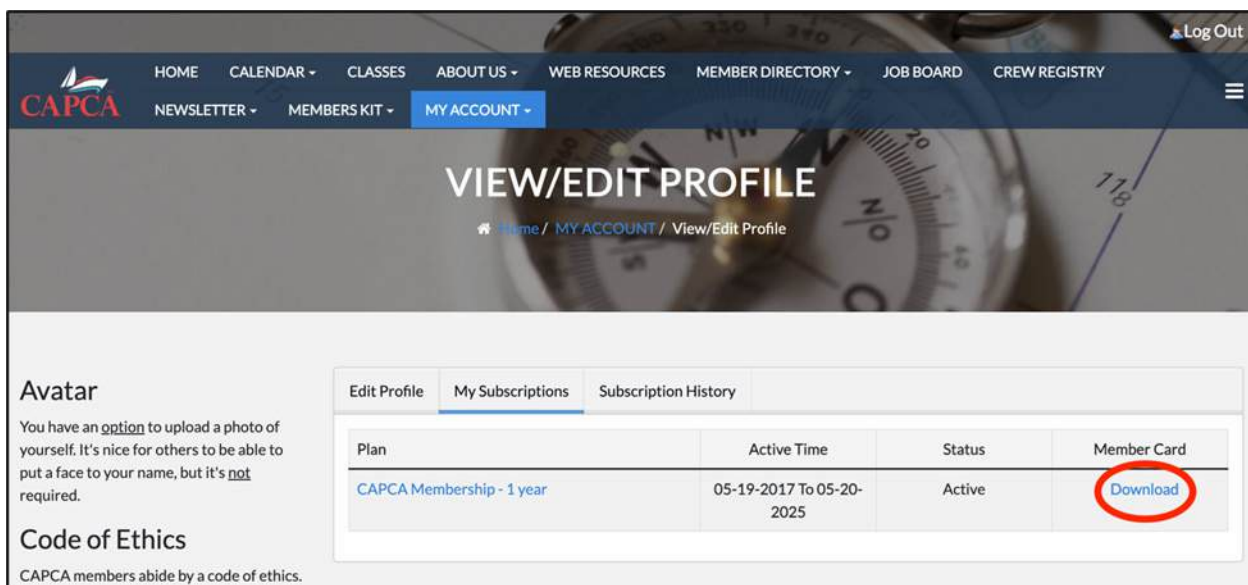
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## Print Your Membership Card

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.



Plan	Active Time	Status	Member Card
CAPCA Membership - 1 year	05-19-2017 To 05-20-2025	Active	<a href="#">Download</a>

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## Your Nautical Knowledge Quiz

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

1. The regulations governing the frequencies of the bridge-to-bridge radiotelephone are issued by the \_\_\_\_\_.
  - A. Department of Transportation
  - B. Federal Communications Commission
  - C. U.S. Coast Guard
  - D. Department of Defense
  
2. You are sailing south on the Intracoastal Waterway (ICW) when you sight a green can buoy with a yellow square painted on it. Which of the following is TRUE?
  - A. You should pass the buoy close aboard on either side.
  - B. The buoy marks the end of the ICW in that area.
  - C. You should leave the buoy to port.
  - D. The yellow square is retroreflective material used to assist in sighting the buoy at night.
  
3. Oily rags should be \_\_\_\_\_.
  - A. kept in nonmetal containers
  - B. discarded as soon as possible
  - C. cleaned thoroughly for reuse
  - D. kept in the paint locker
  
4. As appropriate for the voyage, all vessels must carry adequate and up-to-date \_\_\_\_\_.  
(small passenger vessel regulations)
  - A. charts
  - B. Coast Pilots
  - C. Light Lists
  - D. All of the above

Answers on p. 15. No peeking!

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## Website Spotlight: Navigation 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 look at the public side, to see what the rest of the world sees.

The display on your device may not look exactly like this, but the menu tabs are the same.

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





**This is the Navigation Resources Menu tab:**

- [USCG Local Notice to Mariners - District 5](#)
- [Active Captain](#)
- [Distances Between U.S. Ports free PDF download](#)
- [Light Lists free up-to-date PDF downloads](#)
- [Navigation Alerts - Waterway Guide](#)
- [Navigation Alerts - Waterway Guide Directory by State](#)
- [NOAA Nautical Chart Viewer](#)
- [NOAA Raster Chart Products free downloads](#)
- [U.S. Chart No. 1 free PDF download of nautical chart symbols](#)
- [Time and Time Zone Converter - world](#)
- [United States Coast Pilot from NOAA Office of Coast Survey](#)
- [USCG Local Notice to Mariners - main page](#)

<https://www.capca.net/web-resources2/66-navigation-resources>

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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).

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**USCG New Online “Launch and Recovery” Charting App  
Provided by Hans J. Hoffmann, former 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.

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## Answers to the Nautical Quiz

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

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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)

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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](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)

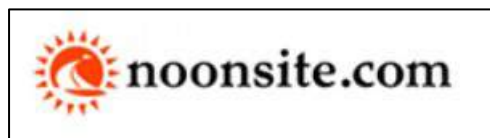
[bruce.johnson@cgauxnet.us](mailto:bruce.johnson@cgauxnet.us)

410.707.1682 (mobile)

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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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### UPDATE YOUR E-MAIL ADDRESS and OTHER INFORMATION

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

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

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

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## 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).

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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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## Current CAPCA Board and Assistants

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Assistant Vice President	Greg Pabst
Secretary	Bob Thomson
Treasurer	Carl Bart

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Telephone Monitor	Carl Bart

Raffle Assistant

Greg Pabst

## **COMMITTEES**

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Priscilla Travis (chair), Dave Sire, Alan Karpas

Boat Shows

Mike Clark, Alan Karpas

Programs and Events

Bob Thomson, Dave Ohler

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

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

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## *The Log Staff*

**EDITOR**

Priscilla Travis

**ABYC HAPPENINGS**

John Wesley Nash

**MEET THE CAPTAIN EDITOR**

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.*

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