



**June 2025**

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**2025 CALENDAR - in progress**



**June 23 Meeting:** 6:45-8:30 p.m. Panel: [A Deeper Dive into the Boating Business](#)

**July 28 Meeting:** 6:45 – 8:30 p.m. Speaker: Joe Pechie, [“The Latest in Marine Electronics”](#). Virtual program via Zoom. Details are forthcoming but please mark your calendars now.

**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: “Cruising vs. Daysailing”



### By Captain Tony Tommasello, CAPCA President

This has been a wet and cold spring. But summer is coming to us this month and soon we'll be enjoying warmer weather, sunshine, and fewer days of rain. However, the risk of thunderstorms will increase. Having floated the boat and gotten all the systems up and running, now is the time boaters plan for long, multi-day cruises.

A brief day out under sail or power assures the recreational boater can get back to the home marina (by being towed if necessary) to address an issue that left the boat unmaneuverable. On a multi-day cruise, the vessel may become inoperable far away from the home port. Thus, cruising requires more preparation and planning than a day out.

Everyone will examine the predicted weather for the days (weeks) ahead as well as the tide charts, with expected currents for the locations of intended visits. Clearly, no one will depart when thunderstorms are in the area and may delay departure when rain is in the forecast. One desires good weather for the duration of the cruise and will plan accordingly. One must also be prepared for an unanticipated storm front and an emergency caused by boat failure.

The vessel should be well prepared. If one intends to stay in port until everything on the boat is in perfect condition, I fear s/he will never depart. Having the boat inspected by a marine surveyor (some insurance companies require it every three to five years) gives the owner valuable information about issues that require immediate attention and those that can be managed over time. Spare parts and the tools to install them need to be at hand.

Owners must be certain that the required papers are onboard and the current registration stickers are properly applied. A Coast Guard inspector will ask to see the required safety gear for the boat size and people aboard, the location of required signs, and for the papers. They may check the operation of the flushing system of the head and the operation of the holding tank. Also, ensure the medical kit is properly supplied and that all medications are up to date. The skipper should know the medical history of the crew and remind anyone requiring prescription medication to bring it aboard.

One is well advised to "file" an anticipated float plan with someone trustworthy. This could be a family member, a boating colleague, or the marina office. Since one may decide to alter the travel itinerary due to weather or a simple change of mind, giving the location and date of arrival for every intended port of call may not be accurate. The important information is the intended general direction of travel, the expected date of return, a description of the boat, and a means of being contacted.

Food and galley preparation is not just a matter of providing tasty meals during the cruise, but also ensuring sufficient water (recommendations are 1/2 gallon of drinking water per person per day), and something for the helmsman to consume while at the wheel, perhaps in bad weather (Power Bars, for example)

Going offshore raises issues that I will not delve into in this brief article. However, thorough and detailed navigation is critical to a safe journey. It may have become too easy to rely on one's electronic navigation system when on a brief outing. When in water near the home marina that one knows very well, the location of shallows and the aids to navigation are top of mind. When in unfamiliar waters I consider paper charts necessary.

Planning the trip, one should examine the intended path, identify waypoints, and obtain current Coast Guard data about ATONS along the way. This navigation plan should be done before departure rather than on-the-run and communicated to the crew so everyone knows what's ahead. Marinas in ports one intends to visit may have difficult entrances. Conversation with the staff can give such warnings and how the entrance is best managed. Perhaps the incoming channel has become shallow on the green or red side. Local knowledge becomes very important in such conditions. Calling the marina days ahead of arrival to reserve a slip will ensure availability when one gets there.

Having a plan is a good idea for any outing, brief or extended. I wish everyone a safe and joyous summer. Cruising should be a time of relaxation and sightseeing. Planning the trip is a good start to that desirable outcome.

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## USCG Proposes Removing Hundreds of Buoys from Northern Atlantic Coast

### **BoatUS: Some buoys are in notoriously rocky and challenging bays and harbors**

"Coast Guard proposes removing hundreds of buoys along the Atlantic Coast from New York metro area to the Maine-Canada border. @BoatUS asks local boaters to review and speak up by June 13, 2025 <https://bit.ly/4japu9s>

SPRINGFIELD, Va., May 19, 2025 -- On April 15, the First Coast Guard District released an [initiative proposing the removal of hundreds of navigational buoys](#), or Aids to Navigation (AtoNs). Buoys currently under review are located along the Northern Atlantic Coast between the New York City metro area and the Maine-Canada border. Boat Owners Association of The United States ([BoatUS](#)) is concerned that some of the buoys selected to be removed could negatively affect navigation safety and urges recreational boaters to speak up on the issue.

The Coast Guard states that the purpose of these proposed removals is 'modernizing and rightsizing the buoy constellation,' given that most current AtoNs predate GPS and electronic charting technologies. The Coast Guard proposes that many of these buoys are no longer necessary and that fewer buoys to maintain will help reduce costs and divert maintenance efforts to the most critical buoys.

Some of the buoys proposed for removal are part of long, straight entrance channels – such as the commercial channels into New York Harbor – where removals would only increase the size of the gaps between existing buoys. Other proposed removals, however, include buoys in notoriously rocky and challenging bays and harbors, such as Penobscot Bay in Maine and Woods Hole in Massachusetts.

Buoys subject to the proposed changes can be found by going to the [Local Notice to Mariners interactive tool on the NAVCEN website](#), clicking the 'layers' icon in the upper right corner of the map, and selecting the 'Proposed Notice of Change' layer. Zoom in and click an individual buoy to see an information box with more details of the proposed change.

**The Coast Guard is seeking public comment through June 13, 2025.** 'Because local AtoNs are primarily the concern of local boaters, it's important they have their voice heard,' said BoatUS Manager of Government Affairs David Kennedy. 'The Coast Guard is actively soliciting this local knowledge and requests that all comments include the size and type of vessel, how a particular buoy is used, and when you start looking for it in order to best process feedback'."

Comments may be submitted via email: [D01-SMB-DPWPublicComments@uscg.mil](mailto:D01-SMB-DPWPublicComments@uscg.mil)

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## NOAA predicts above-normal 2025 Atlantic hurricane season

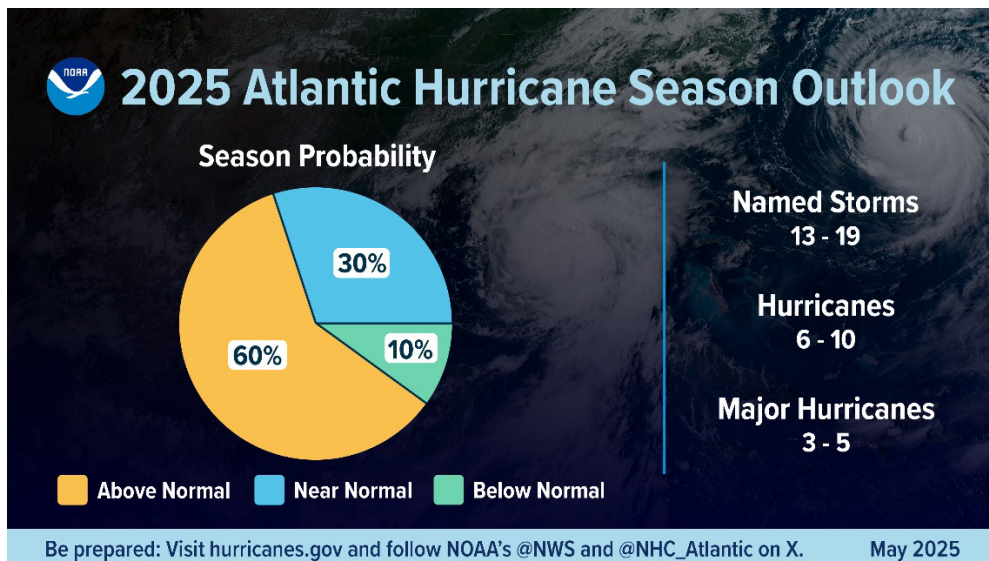
Above-average Atlantic Ocean temperatures set the stage

*NOAA Press Release, May 22, 2025*

"NOAA's outlook for the 2025 Atlantic hurricane season, which goes from June 1 to November 30, predicts a 30% chance of a near-normal season, a 60% chance of an above-normal season, and a 10% chance of a below-normal season.

The agency is forecasting a range of 13 to 19 total named storms (winds of 39 mph or higher). Of those, 6-10 are forecast to become hurricanes (winds of 74 mph or higher), including 3-5 major hurricanes (category 3, 4 or 5; with winds of 111 mph or higher). NOAA has 70% confidence in these ranges.





**2025 Atlantic Tropical Cyclone Names**

Andrea	Humberto	Olga
Barry	Imelda	Pablo
Chantal	Jerry	Rebekah
Dexter	Karen	Sebastien
Erin	Lorenzo	Tanya
Fernand	Melissa	Van
Gabrielle	Nestor	Wendy

Be prepared: Visit [hurricanes.gov](https://hurricanes.gov) and follow NOAA's @NWS and @NHC\_Atlantic on X. May 2025

### Factors influencing NOAA's predictions

The season is expected to be above normal – due to a confluence of factors, including continued [ENSO-neutral conditions](#), warmer than average ocean temperatures, forecasts for weak wind shear, and the potential for higher activity from the West African Monsoon, a primary starting point for Atlantic hurricanes. All these elements tend to favor tropical storm formation.

The high activity era continues in the Atlantic Basin, featuring high-heat content in the ocean and reduced trade winds. The higher-heat content provides more energy to fuel storm development, while weaker winds allow the storms to develop without disruption.

This hurricane season also features the potential for a northward shift of the West African monsoon, producing tropical waves that seed some of the strongest and most long-lived Atlantic storms.

### Improved hurricane analysis and forecasts are in store for 2025

NOAA will improve its forecast communications, decision support, and storm recovery efforts this season. These include:

- NOAA's model, the [Hurricane Analysis and Forecast System](#), will undergo an upgrade that is expected to result in another 5% improvement of tracking and intensity forecasts that will help forecasters provide more accurate watches and warnings.
- [NOAA's National Hurricane Center](#) (NHC) and Central Pacific Hurricane Center [will be able to issue](#) tropical cyclone advisory products up to 72 hours before the arrival of storm surge or tropical-storm-force winds on land, giving communities more time to prepare.
- NOAA's Climate Prediction Center's [Global Tropical Hazards Outlook](#), which provides advance notice of potential tropical cyclone risks, has been extended from two weeks to three weeks, to provide additional time for preparation and response.

#### **Enhanced communication products for this season:**

- NHC will offer [Spanish language text products](#) to include the Tropical Weather Outlook, Public Advisories, the Tropical Cyclone Discussion, the Tropical Cyclone Update and Key Messages.
- NHC will again issue an [experimental version of the forecast cone graphic](#) that includes a depiction of inland tropical storm and hurricane watches and warnings in effect for the continental U.S. New for this year, the graphic will highlight areas where a hurricane watch and tropical storm warning are simultaneously in effect.
- NHC will provide a rip current risk map when at least one active tropical system is present. The map uses data provided by local National Weather Service forecast offices. Swells from distant hurricanes cause dangerous surf and rip current conditions along the coastline.

#### **Innovative tools for this year**

- [NOAA National Environmental Satellite, Data, and Information Services](#) (NESDIS), in collaboration with NOAA's [Office of Marine and Aviation Operations](#) and [NOAA Research](#), is deploying a new, experimental electronically scanning radar system called ROARS on NOAA's P-3 hurricane hunter research aircraft. The system will scan beneath the plane to collect data on the ocean waves and the wind structure of the hurricane.
- NOAA Weather Prediction Center's experimental [Probabilistic Precipitation Portal](#) provides user-friendly access to see the forecast for rain and flash flooding up to three days in advance. In 2024, [Hurricane Helene](#) caused more than 30 inches of extreme inland rainfall that was devastating and deadly to communities in North Carolina.

NOAA's outlook is for overall seasonal activity and is not a landfall forecast. NOAA also issued seasonal [hurricane outlooks for the eastern Pacific](#) and [central Pacific hurricane](#) basins. NOAA's Climate Prediction Center will update the 2025 Atlantic seasonal outlook in early August, prior to the historical peak of the season."

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# The Coast Guard Has Retired Homeport

Monday, April 14, 2025

“The Coast Guard retired Homeport as of April 12, 2025. Moving forward, you will need to use alternate approaches for tasks typically performed through the Homeport platform.

To protect the nation’s Maritime Transportation System, we are transferring Homeport functionality to more secure information systems. The Homeport system is facing increasing costs and system obsolescence. As a result, it is no longer a viable tool for managing the many functions required to ensure the smooth and safe flow of vessel traffic.

“We recognize that Homeport has been a trusted tool for mariners and the broader maritime community,” said Rear Adm. Wayne Arguin, Assistant Commandant for Prevention Policy. “We are committed to keeping these users informed and providing alternatives to the functions and information Homeport provided as we transition.”

The Coast Guard is establishing temporary workarounds to ensure essential services remain accessible until we can identify the best permanent approach for each function. The new [Homeport Solutions & News](#) website will be our primary tool for keeping you informed as new tools come online.

You can also visit [Maritime Commons](#), the Coast Guard’s blog for maritime professionals, and subscribe for the Maritime Commons RSS feed to receive regular e-mail updates.”

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## Mark Your Calendar for the June 23 CAPCA Meeting

**By Captain Hilary Howes, CAPCA Board Member**

Save some time on your calendar for CAPCA’s June 23rd hybrid meeting (in person and on Zoom) where we take “A Deeper Dive into the Boating Business.” January’s “Running Your Captain Business” panel, with a charter captain, a lawyer, and insurance agent was a big hit, so you asked for more!

In June it’s all captains, with a charter captain, Shawn Owen of [Chronic Sailing](#), a delivery captain Kate D’Alleva of [Captain Boomies](#) fame, and instructor-captain Mike Hull of [Annapolis Sailing](#). I’ll host this panel as a yacht broker, sailing teacher, delivery and charter captain myself. Not only will we take your questions, but your answers too!

YOU can attend in person Monday, June 23 at the Annapolis Elks Lodge, 2 Pythian Drive Edgewater, MD 21037, or on Zoom the same night, or even catch it on the CAPCA YouTube channel later. If you come in person, there is dinner (your own treat), a raffle and a door prize, too! Lots of folks loved our January panel, so hope to see you in June, too.

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## Speaker Summary – May 19: Dr. Bill White, “Medical Challenges at Sea”



### By Captain Bob Thomson, CAPCA Secretary

Whether you are planning a day charter on the Chesapeake, a coastal delivery, or an offshore passage to a more distant port, your captain's checklist should include planning for weather, fuel, provisions, navigation, crew, and of course, being ready to handle any medical situation that may arise. These can range from providing simple first aid to stabilizing a life-threatening injury. Dr. Bill White, a retired emergency medicine physician and life-long sailor with extensive offshore experience, gave us a richly detailed presentation on a wide range of medical challenges that we may have to handle, and how to best prepare for and respond to them.

A starting point for planning is having a medical kit onboard adequate to treat sickness and injuries until help arrives or the patient can be evacuated to a treatment facility, keeping in mind that this time may range from hours to a day or more in the offshore environment. Dr. White recommended several valuable resources for training and preparation, including stocking first aid kits and study materials; these can be found in his presentation linked below. One potentially life-saving resource is a remote medical advisory service, such as GWU's Maritime Medical Access, which can help correctly diagnose problems and guide treatment, increasing the likelihood of a successful outcome.

One of the situations captains will often have to cope with is treating seasickness, which can affect inexperienced passengers even in inshore waters, as well as seasoned crewmembers at sea. A thorough discussion of the causes of seasickness, prevention, and treatment, including the benefits and limitations of various medications, will help any captain in dealing with this common malady. Similarly, a review of preventing, recognizing and responding to hypothermia reminded us of the need to be prepared to detect and treat this hazard, which can be a risk even on “nice” days.

Dr. White expertly guided us through treating a range of other common medical situations that we may have to face at some point, including sprains, fractures, bleeding, head trauma, burns, and infections. To help in dealing with bleeding situations, we learned about the use of tourniquets, clotting agents, and cleaning and closing wounds.

To be successful as captains, we have to master a wide range of skills, as crew and passengers will look to us to act decisively when the unexpected happens. Your “toolkit” should include the equipment and knowledge to deal with medical issues ranging from routine to severe. Whether you were able to attend Dr. White's highly informative presentation or not, you can go a long way toward enhancing your preparedness and safety by watching a recording on the [CAPCA YouTube channel](#) and evaluating how ready you are to meet medical challenges.

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## Program Director Report for May 2025



**By Captain Cheryl Duvall**

### **Last month's program**

Thanks to all who were able to attend CAPCA's virtual program on May 19, **Medical Challenges at Sea** presented by Captain Bill White, a retired emergency medicine physician, avid sailor, and CAPCA member. We had 40 in attendance via Zoom, including several non-members and sailors from as far away as Long Island Sound. If you missed the May program or would like to review the recording, you may find it [here](#) on CAPCA's YouTube channel. You may also read a summary of this program on page 8, above.

### **Programs and Tours on the horizon in June and July**

**Members-only Tour: Thomas Point Shoal Lighthouse, Wednesday, June 11.** We are pleased to announce that we have a **sold-out tour!** Sixteen CAPCA members and their guests will enjoy a private tour of this 150-year-old iconic lighthouse on June 11. Stay tuned for photos!

**And mark your calendars for our next two monthly programs:**

**Monday June 23, 6:45-8:30 pm: A Deeper Dive into the Boating Business.** Hybrid Format (in-person at the Elks Lodge or on Zoom). **This will be a panel discussion moderated by Captain Hilary Howes**, with active captains working their licenses in a variety of ways. Our panelists include:

- **Captain Shawn Owen, Chronic Sailing**
- **Captain Mike Hull, Annapolis Sailing School**
- **Captain Kate Hollingsworth (Captain Boomies)**

Moderator and CAPCA member Hilary Howes is a yacht broker, sailing teacher, delivery, and charter captain. She will pose questions to charter captain Shawn Owen of Chronic Sailing, delivery captain Kate Hollingsworth of Captain Boomies fame, and instructor-captain Mike Hull of Annapolis Sailing.

This program was inspired by our January 2025 program, ["Running Your Captain Business,"](#) with panelists that included a charter captain, a lawyer, and an insurance agent. It was such a big hit that you asked for more like it. So in June, our panelists are all captains! They are willing to share the good, the bad, and the crazy. Not only will we take your questions, but your answers too!

Remember, you can attend in-person at the Annapolis Elks Lodge, 2 Pythian Drive Edgewater, MD 21037, or on Zoom the same night, or even catch it on the CAPCA YouTube channel later. If you come in person, there is dinner (your own treat), a 50/50 raffle, and a door prize, too! Lots of folks loved our January panel, so we hope to see you in June!

**Monday, July 28, 6:45-8:30 pm: The Latest in Marine Electronics, by Joe Pechie, Senior Regional Sales Manager, Navico Group.** This will be a virtual program via Zoom. Details are forthcoming but please mark your calendars now.

**Big thanks to Program Committee members Captains Bob Thomson, Hilary Howes, and Dave Ohler** who help to make these programs and tours possible.

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## Jobs Program Report for May 2025

**By Captain Laura Olsen, Jobs Program Director**



Here are the stats for a very busy May!

Total requests: 23

Sail: 11

Power: 12

Types of jobs:

Delivery: 10

Crew: 1

Instruction: 8

Charter: 4

We had many prompt confirmations of jobs filled – 13.

The range of locations spanned both local and farther-reaching areas, demonstrating a wide reach for CAPCA captain services.

Thank you, Captains!

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## Meet the Captain: Shawn Owen

**An interview with Captain Cheryl Duvall, Program Director**



Captain Shawn Owen will be one of our panelists on the evening of June 23 for CAPCA's upcoming program: "A Deeper Dive into the Boating Business." Let's learn a bit more about Shawn!

**Where did you grow up?** Snowshoe, WV

**What got you interested in boating?** I started playing music for yacht brokers' parties around Annapolis for the boat shows. One invited me to the Bahamas to play some events there and then asked me to help deliver a catamaran to Miami. I've been hooked

ever since! I helped establish their charter program the following spring and started recording sea time towards my MMC.

**What boats did you initially sail?** Cruising catamarans.

**Do you own a boat now, and if so, what?** I own a Topaz Argo and manage our fleet of eight charter vessels.

**What is your occupation?** I'm a full-time captain and musician.

**Where did you obtain your education?** I earned my MMC at The Annapolis School of Seamanship. I cut my teeth teaching for ASA under Tom Tursi at The Maryland School for Sailing & Seamanship.

**What brought you to the Chesapeake Region?** I originally moved to Annapolis from Morgantown, WV to start a small clothing company and to play music. I had played in Annapolis before with my band and really loved the area and the music scene.

**When did you get your captains license?** 2017. I presently hold a USCG 100-Ton Near Coastal Master license with sailing and towing endorsement.

**What did you hope to do with your license?** I have captained regularly on the Chesapeake Bay for the past 6 years, as well as captained and crewed dozens of deliveries to and from Florida, the Bahamas, and throughout the Caribbean. Bluewater trips are still my absolute favorite.

**You now own your own boating company?** Yes. I started [Chronic Sailing](#) three years ago and have been building a small charter and teaching fleet at Port Annapolis Marina on Back Creek. I am an ASA Certified Instructor for 101-106 and 114.

**When did you join CAPCA and why?** I originally joined in 2019 looking for more work and information about captaining in the region. I just recently rejoined since starting Chronic Sailing to help interact and associate more with the local watershed community.

**What other interests/hobbies do you have?** I love to play music and snowboard!

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## Safety Snapshot: “The Safety Equipment You Really Need for Your Boat”



### Provided by Alan Karpas, Safety Coordinator

#### By Mario Vittone

In his article, Mario examines lifejackets and the USCG regulations.

“In fairness to the Coast Guard, the *Boater’s Guide to the Federal Requirements for Recreational Boats* does state that federal equipment requirements are minimum requirements and do not guarantee the safety of your vessel or its passengers. Clearly, the word “minimum” and the phrase “do not guarantee safety” severely undersell the risk. . . .

When a person goes overboard offshore, and the vessel they fell from calls the U.S. Coast Guard for help, there is a 40 percent chance the person will never be seen again, dead or alive. And the majority that are seen again will



Mario Vittone

not be found alive. This means that a lifejacket alone can't shift the odds in your favor. . . .

You want to combine the requirements of flotation and signaling into a single, properly outfitted PFD and—just as important—set your own standards for when you will wear it. Whether you choose an inflatable or a closed-cell foam life jacket, you should stow, attach or secure the following items—listed in order of importance—to your flotation device:

- A Personal Location Beacon or a combined PLB/AIS device. I know they cost far more than the life jacket, but they cost way less than a funeral.
- A waterproof flashlight. Though it's not required by law, it should be. Nothing turns a search vessel or aircraft around like a waving flashlight.
- A whistle. If you hear rescuers shouting your name, they are listening. A whistle will be louder than your voice and carry farther.
- A USCG-approved strobe light. No, that little strobe on the PLB does not count. Neither does that wimpy water light.
- A See Rescue Streamer. In my opinion, there is no more effective daytime passive signaling device. . . .

I've long disagreed with [the USCG's] advice to always wear your life jacket. But I strongly believe that every boater should set their own standards by considering the risk of falling overboard, the severity of that risk, and then decide when to wear a PFD.

#### **My own list looks like this:**

- Whenever topside underway, on a vessel of any kind, alone, or when the rest of the crew is asleep.
- Whenever topside on a moving boat without waist-high railing when the water temperature is below 70 degrees.
- Whenever on a vessel that calls (or should call) "Pan Pan" for any vessel emergency.
- Topside, in any weather that would be described as "foul."
- In any other situation where someone gets a bad feeling. "Bad feelings" are often the first indication of actual danger and should not be ignored.

In any other situation where someone gets a bad feeling. "Bad feelings" are often the first indication of actual danger and should not be ignored."

Read important details in the complete article [HERE](#).

*Mario Vittone is a retired U.S. Coast Guard helicopter rescue swimmer, who for 22 years rescued boaters in distress from the turbulent waters of the Atlantic Ocean and Gulf of Mexico. He is an expert in immersion hypothermia, drowning, sea survival and safety at sea. Mario spoke to CAPCA in 2021 about "When Your Plan Goes Sideways-Handling at Sea Emergencies." [View this presentation](#) on the CAPCA You Tube channel.*

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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.

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.

**Don't put your CAPCA membership in jeopardy due to an expired license.** CAPCA Bylaws allow members to remain active if their license expiration is within the renewal grace period prescribed by the Coast Guard, normally one year. 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; however, **we don't know how long the Coast Guard will keep this temporary extension period.** 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.”

**Once you have renewed your license, please be sure to log on to the CAPCA members page to update your license expiration date and upload a copy of your current license.**

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## ABYC Happenings

By Captain John Wesley Nash  
ABYC Coordinator



### About ABYC

The American Boat & Yacht Council (ABYC) is a non-profit, member organization that develops voluntary global safety standards for the design, construction, maintenance, and repair of recreational boats.

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



Standards are the core of ABYC as they are continuously researched, developed, and revised by over 400 volunteer marine professionals on 16 Project Technical Committees (PTCs) from all fields of the industry including the U.S. Coast Guard, trade organizations and private entities. ABYC collaborates with safety organizations worldwide such as Transport Canada and the International Organization for Standardization (ISO). As an independent consensus-based body, these industry experts work together to develop standards with the sole purpose of protecting the safety of the boating public.

The *Standards and Technical Information Reports for Small Craft* covers all the major boat systems, and the development and annual review of these standards provide boat building guidelines which correlate directly to the significant reduction in the number of boating accidents over the past six decades.

## Quick Facts

- 90% of boats on the water are built to ABYC Standards
- ABYC's Standards are the basis of quality construction and repair practices, certification programs, and marine surveys
- In the absence of military specifications (MILSPECS), ABYC Standards are referenced in many RFPs from the U.S. Navy, U.S. Coast Guard and Homeland Security
- In product liability lawsuits, ABYC Standards are the authoritative reference for evaluating issues of design, construction, maintenance, and product performance.

## ABYC History

Responding to a mid-'50s boom in recreational boating, the American Boat & Yacht Council was formed by members of the Motorboat and Yacht Advisory Panel of the U.S. Coast Guard's Merchant Marine Council. It was incorporated on February 1, 1954, in New York State as a not-for-profit, 501(c)(3) corporation.

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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*.

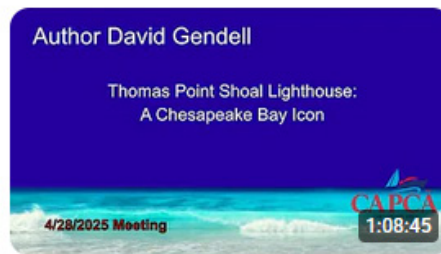
For any questions or additional information, you can contact Captain John Wesley Nash at [jwn54@outlook.com](mailto:jwn54@outlook.com) or 703-887-1836.

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## Reminder: CAPCA Has a YouTube Channel



May 2025 Meeting



April 2025 Meeting



March 2025 Meeting

We prefer that you join us for the presentation in person or on Zoom, but if you can't attend, you can catch up on what you missed or browse past presentations to find topics that may be of interest to you.

CAPCA has been providing videos of speaker presentations for members and the public on our website since 2021. Thank Captain Bill Washington, our video editor, for making these available so quickly after the presentation. Visit the [CAPCA YouTube Channel](#). Presentations prior to 2021 are listed [here](#).

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## Coast Guard Foundation Activates Emergency Disaster Relief Program



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://coastguardfoundation.org/emergency-relief-grant).

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

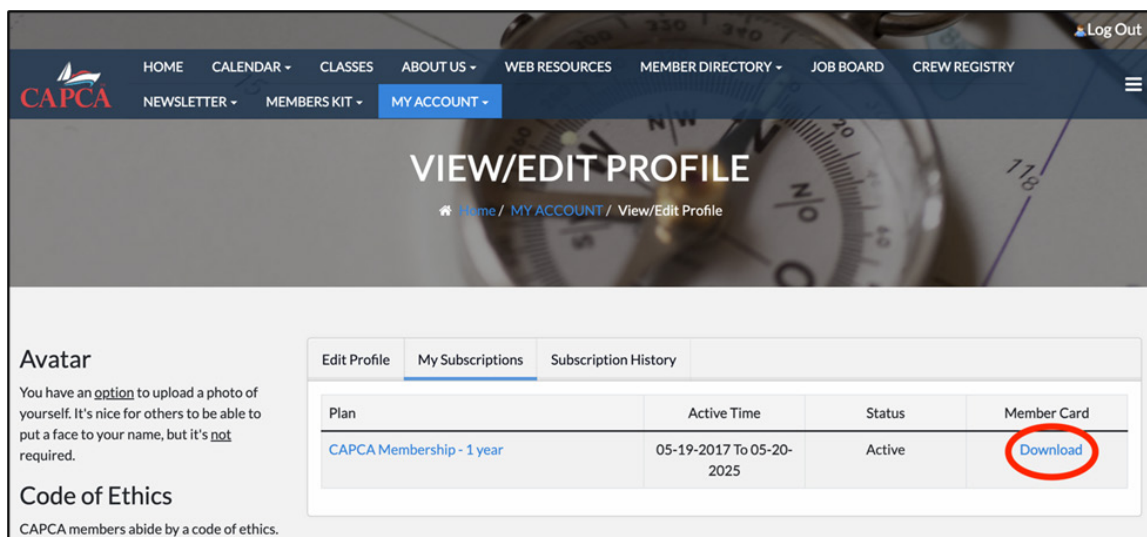
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## Print Your Membership Card

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.



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## Your Nautical Knowledge Quiz

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

1. The maximum number of passengers a "T-Boat" may carry \_\_\_\_\_.
  - A. is stated on the vessel's Certificate of Inspection
  - B. is the number authorized in the Navigation Rules
  - C. depends on the number of lifejackets you carry
  - D. is the number authorized by your license
2. What frequency has the FCC designated for the use of bridge-to-bridge radiotelephone communications?
  - A. 156.275 MHz channel 65
  - B. 156.650 MHz channel 13
  - C. 157.000 MHz channel 28
  - D. 157.000 MHz channel 20

3. A safe water mark may be \_\_\_\_\_.
- A. vertically striped
  - B. spherical
  - C. showing a white light
  - D. all of the above
4. After extinguishing a fire with CO<sub>2</sub>, it is advisable to \_\_\_\_\_.
- A. use all CO<sub>2</sub> available to cool the surrounding area
  - B. stand by with water or other agents
  - C. thoroughly ventilate the space of CO<sub>2</sub>
  - D. jettison all burning materials

Answers on p.18. No peeking!

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## Website Spotlight: Navigation Resources

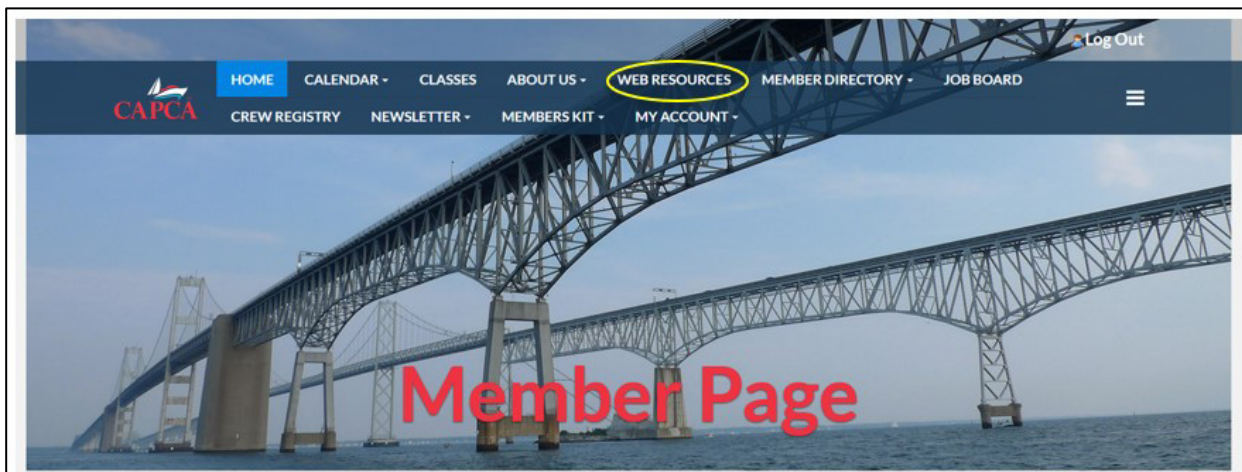


The web team works to make your website a timely resource that's both informative and useful. It's kept up to date and new material is added to keep the site current. This column will help you get familiar with some of the website's features.

Please **bookmark** the **member login page** on all your devices so you can go right to the member side of the website. The members' 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 Web Resources Safety Menu tab:**

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- [Mariner's 1-2-3 Rule. Tropical storm avoidance danger zone](#)
- [Mario Vittone - boating and water safety](#)
- [National Hurricane Center Marine Safety Regarding Hurricanes](#)
- [NTSB Safer Seas Digests](#)
- [USCG 2019 Recreational Boating Accident Statistics](#)
- [USCG Marine Safety Alerts, Advisories, Lessons Learned](#)
- [USCG Marine Safety Information Bulletins \(MSIB\)](#)

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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## Answers to the Nautical Quiz

1. A      3. D  
2. B      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](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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## 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.

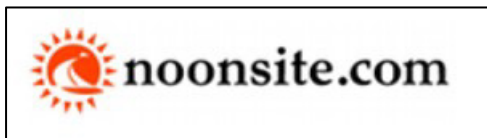
Uninspected Passenger Vessels (UPVs) are vessels not subject to Coast Guard inspection that are less than 100 gross tons with 6 or fewer passengers, including at least one passenger for hire. UPVs may also include vessels over 100 GTs but less than 300 GTs that carry not more than 12 passengers, with 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. 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.

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## Current CAPCA Board and Assistants

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Vice President  
Assistant Vice President  
Secretary  
Treasurer

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Davis Jones  
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Continuing Education  
Jobs Program  
Membership  
Programs  
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Laura Olsen  
Philip Gauthier  
Cheryl Duvall  
David Sire  
Alan Karpas, Robert Doolittle, Hillary Howes

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Speaker Summaries  
Editor *@CapcaTweet*  
Editor, Constant Contact  
Editor, Meet the Captain  
Editor, *The Log*  
Safety Coordinator  
Ship's Store Coordinator  
Web Assistant  
CAPCA YouTube Video Editor  
Telephone Monitor  
Raffle Assistant

John Wesley Nash  
Bob Thomson  
John Wesley Nash  
Priscilla Travis  
Cheryl Duvall  
Priscilla Travis  
Alan Karpas  
Frank Synowiec  
Priscilla Travis  
Bill Washington  
Carl Bart  
Greg Pabst

## COMMITTEES

Bylaws Review  
Boat Shows  
Programs and Events

Priscilla Travis (chair), Dave Sire, Alan Karpas  
Alan Karpas  
Bob Thomson, Dave Ohler, Hillary 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*.

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## *The Log* Staff

### **EDITOR**

### **ABYC HAPPENINGS**

### **MEET THE CAPTAIN EDITOR**

### **SAFETY SNAPSHOT**

### **SPEAKER and EVENT SUMMARIES**

Priscilla Travis

John Wesley Nash

Cheryl Duvall

Alan Karpas

Bob 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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