



Volume 32, Number 4
July-August 2018

Grand Lodge International Ship Masters' Association

ISMA LETTER

FROM THE LODGES

Port Huron Lodge No. 2:

Three Port Huron Lodge #2 members were aboard the tug *Cheyenne* when the tug took first place in the 42nd annual Detroit-Windsor Tugboat Race on June 23, 2018. They were *Cheyenne*'s captain **Wade P. Streeter**, **David Michelson**, and **Fred Miller**. The winner's award was presented by another Lodge #2 member, **James Semerad**, commander of the US-NSCS *Grayfox* and one of the race judges. (See separate race article on page 3.)

Chicago Lodge No. 3:

The upcoming August 14 meeting of Lodge #3 will be held at Chicago Maritime School. September 12 is the lodge's annual barbeque at Crowley's Yacht Yard.

Cleveland Lodge No. 4:

After their summer break, Lodge #4 resumes bi-weekly meetings on Thursday, September 6, 2018, in Cleveland.

Detroit Lodge No. 7:

On August 7, 2018, Lodge #7 held their annual summer picnic at North Channel Yacht Club.

Lodge #7 is holding a tour of USCGC *Bristol Bay* and the Command Center at Coast Guard Station Detroit from 1 to 3 pm on August 21, 2018. For information about attending, contact Lodge #7 secretary **Ray Oset** as soon as possible at Rsoteso@aol.com or 586-773-3813.

Georgian Bay-Huronian Lodge No. 15:

A review of Lodge #15 member and author **Bruce Kemp**'s book *Weather Bomb 1913* appeared in the July 26, 2018, online newsletter *Canadian Yachting Onboard*. See it at this link <http://www.canadianyachting.ca/products/books/4649-weather-bomb-1913>.

Association for Great Lakes Maritime History Conference

The annual conference of the Association for Great Lakes Maritime History will be held in Toledo at the National Museum of the Great Lakes, September 6-8, 2018. For details, agenda, and registration info, see <https://www.aglmh.net/annual-meeting-and-conference/>. Registration deadline is August 31.

Industry Newsbriefs –

On June 29, 2018, the U.S. Army Corps of Engineers issued its New Soo Lock Economic Validation Study that determined building a second Poe-sized lock has a benefit/cost ratio of 2.42, well above the level required for inclusion in an Administration budget. You can find the full study report at <https://www.lre.usace.army.mil/Portals/69/soolocks/NewSooEconomicStudy/New%20Soo%20Lock%20Econ%20Validation%20Study%20Main%20Report.pdf?ver=2018-07-19-082558-967>.

Lake Carriers' Association (LCA) released its 2018 State of the Lakes Report on July 24, 2018. The report cited significant progress on issues critical to the future of Great Lakes shipping. First, the new USACE Soo Lock Study's benefit/cost ratio of 2.42 is favorable. LCA will focus efforts on having a substantial portion of the \$922 million project included in the Administration's next budget. Second, during the past winter, five of the US Coast Guard's icebreaking assets were out of service at the same time, and commercial shipping delays in December and January were significant, underscoring the need for another heavy, *Mackinaw*-class icebreaker. LCA will focus on funding construction. Third, LCA continues to support uniform, Federal regulation of ballast water discharges because the patchwork of regulations enforced by two Federal agencies (US Coast Guard and EPA) and several Great Lakes states makes compliance difficult, if not impossible. Thus, LCA supports passage of the Vessel Incidental Discharge Act (VIDA). Fourth, the backlog of sediment that needs to be dredged from ports and waterways must continue to be reduced; therefore, Congress must continue to adequately fund dredging on the Lakes. Read the full report at http://www.lcaships.com/wp-content/uploads/2018/07/91823_91823-2018-LCA_p1-4.pdf.

In July, the Great Lakes/Seaway Partnership released a new study, "Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region." The year-long study, produced by Martin Associates, examined the economic impacts of the entire Great Lakes-St. Lawrence Seaway navigation system. The report documents the many contributions made by the Great Lakes-Seaway System to federal, state/provincial, and local economies. You can find the executive summary at <http://www.lcaships.com/wp-content/uploads/2018/07/Final-ES-Low-Res4.pdf>, and the full study at http://www.greatlakes-seaway.com/en/pdf/eco_impact_full.pdf.

On August 6, 2018, the US Coast Guard announced that it is seeking public comment on a draft Environmental Impact Statement (EIS) for the Polar Icebreaker Program's design and build of up to six

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Industry Newsbriefs, continued

polar icebreakers. Comments are due by September 20, 2018. For more information and instructions on submitting comments, see the Federal Register notice at <https://www.federalregister.gov/documents/2018/08/06/2018-16760/polar-icebreaker-program-preparation-of-environmental-impact-statement>.

On August 7, 2018, the US Coast Guard announced that the Merchant Mariner Medical Advisory Committee and its working groups will meet for discussions relative to medical certification determinations, medical standards and guidelines for the physical qualifications of operators of commercial vessels, medical examiner education, and medical research. Meetings, which are open to the public, will be held September 13-14, 2018, in Dania Beach, FL. For more information, see <http://mariners.coastguard.dodlive.mil/2018/08/07/8-7-2018-merchant-mariner-medical-advisory-committee-meeting-scheduled/>.

On August 8, 2018, the US Coast Guard announced that the Merchant Marine Personnel Advisory Committee and its working groups will meet to discuss various issues related to personnel in the US Merchant Marine, including training, qualifications, certification, documentation, and fitness standards. The meetings are open to the public and will be held September 11-12, 2018, in Dania Beach, FL. For more information, see <http://mariners.coastguard.dodlive.mil/2018/08/08/8-8-2018-merchant-marine-personnel-advisory-committee-meeting-scheduled/>.

On July 31, 2018, the US Coast Guard announced it is seeking applicants for a vacancy on the Great Lakes Pilotage Advisory Committee. The Coast Guard will consider applicants with a background in finance or accounting for one position that will become vacant Sept. 30, 2018. For more information and application instructions, see <http://mariners.coastguard.dodlive.mil/2018/07/31/7-31-2018-great-lakes-pilotage-advisory-committee-upcoming-meeting-and-vacancy-announcements/>. View the entire Federal Register notice at <https://www.federalregister.gov/documents/2018/07/31/2018-16335/great-lakes-pilotage-advisory-committee-vacancy>.

Also on July 31, the US Coast Guard announced the upcoming meeting of the Great Lakes Pilotage Advisory Committee in Cape Vincent, NY, on September 10, 2018. For further information, see <https://www.federalregister.gov/documents/2018/07/31/2018-16365/great-lakes-pilotage-advisory-committee>.

The St. Lawrence Seaway Management Corporation reported that as of June 30, 2018, cargo moved via the System totaled 12,113,000 tonnes, a decrease of 2.08 percent from the same period in 2017. Vessel transits were up, however, to 1361, compared with 1322 in 2017.

The US Environmental Protection Agency held its final four informal public engagement sessions on the Great Lakes Restoration Initiative Action Plan III on July 12, 2018, in Duluth, MN; July 18 in Milwaukee, WI; July 24 in Saginaw, MI, and on August 7 in Chicago, IL. More information on the Great Lakes Restoration Initiative can be found at <https://www.glri.us>.

The Annual Meeting and Conference of the Great Lakes and St. Lawrence Cities Initiative (GLSCI) was held in Ajax, ONT,

Industry Newsbriefs, continued

June 13-15, 2018. The event explored issues and solutions around resiliency for municipalities along the waterway. Six resolutions were passed, addressing infrastructure planning; interim actions to halt Asian carp at Brandon Road Lock and Dam; efforts to reduce nutrient pollution into our waterways; advancing work on Areas of Concern; and support for the Ramsar designation of the Niagara River and the Edmonton Declaration on Climate Change. For more on the meeting, see <https://glscities.org/events/annual-meeting/ajax-2018/>. For more from the GLSCI, visit <https://glscities.org/>, where you can sign up for their newsletter, *Making Waves*.

NEW MEMBERS

Chicago Lodge #3:

Active Professional:	Benjamin Brandano	#13083
	Randy Koronkiewicz	#13076
Associate:	Chris Leblanc	#13082
	Gerald Miarecki	#13081
	Laurel Naegel	#13080
	Raymond A. Novak	#13077
	Thomas Besore	#A-13074
	Kelli Kovach	#A-13075

Georgian Bay-Huron Lodge #15:

Active Professional:	Graeme Malcolm	#13079
Cadet:	Belgradov Yevgeny	#C-13078

Twin Sault Lodge #22:

Associate:	Andrea Guerriero	#A-13084
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Grand Traverse Lodge #23:

Active Professional:	Matt Osbeck	#13086
	Eric C. Schlegel	#13085
Cadet:	Michael Fuhrman	#C-13087
	Chuck Miller	#C-13088



HAVE YOU SIGNED UP A NEW MEMBER RECENTLY?

Past Grand Presidents



PGP **Russell Brohl** (Cleveland Lodge #4 member) and his wife **Lisa**, helped staff a Road Scholar Great Lakes cruise experience aboard the *Victory I* this summer. At one of the port stops, in Little Current, ONT, Russ and PGP **Seann O'Donoghue** (Georgian Bay-Huron Lodge #15 member) met aboard the *Victory I* with one of the vessel's officers.

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Detroit-Windsor Tugboat Race



The 42nd annual International Tug Boat Race on the Detroit River was held on June 23, 2018. The race started at the Ambassador Bridge and ended at the finish line off Dieppe Park in Windsor. Trophies were awarded to the first place tug overall, as well as to each tug that finished first in its horsepower class. The tug *Cheyenne* took first place, beating out *Sindbad* in second. Third place was *Josephine*, and *Sheila Kaye* took fourth. Eleven boats participated in this year's race.

Cheyenne was captained in the race by Port Huron Lodge #2 member **Wade P. Streeter**. *Cheyenne*'s regular captain, **Steve Nelson** of Detroit Lodge #7, was unable to attend. This is *Cheyenne*'s first season on the Great Lakes; it was brought in from the East Coast late last year by **Wade**'s company, The Open Lake Group, LLC. Also aboard *Cheyenne* were Lodge #2 members **David Michelson** and **Fred Miller**.



Above: Tug *Cheyenne* beat out *Sindbad* to win the race.



Left: *Cheyenne*'s captain **Wade Streeter** accepts tugboat race trophy from **James Semerad**

Photos courtesy of
Wade P. Streeter

Golf Outing to Benefit Sea Cadets

On September 16, 2018, there will be a golf outing at Golden Hawk Golf Course in Casco, MI, to benefit the US Naval Sea Cadets, Great Lakes Division, and the training ship *Pride of Michigan*. For more information, see <http://www.detroitlodge7.org/Pride%20of%20Michigan%20Golf%20Outing.pdf>.

ISMA Website:

If you don't know how to log into the members-only section of the ISMA website, contact your local lodge president or secretary. Note that the password is case-sensitive.



Letter to ISMA Members regarding US Pilotage

Dear Fellow ISMA Member,

I am reaching out to everyone for help as this is a safety and security issue for Great Lakes navigation.

US Great Lakes pilots are under attack from foreign shipping industry users and their lobbyists in the US and Canada. There is a coordinated effort to reduce pilot compensation and pilot manning levels which will erode US pilot companies' ability to attract qualified mariners to safely navigate foreign ships. There is also a push to allow foreign ships and foreign crews to travel the lakes without a US or Canadian pilot aboard. This would eventually cause a navigational catastrophe and allow foreign crews to travel in the open lake unescorted.

Until 2016, US Great Lakes pilots were the lowest paid pilots in the country and at their lowest manning levels, which caused severe fatigue issues and shipping delays. The US Coast Guard finally increased pilotage rates based on complaints of delays. Since then, pilot companies have increased manning levels by 36% and are attracting the most qualified mariners in the industry. Delays to shipping on the US side have dropped to insignificant levels.

Now, foreign shipping companies do not want to pay the added cost for a safe, efficient and reliable pilotage service, and they care very little about protecting the Great Lakes. American pilots work for the interest of the American people by providing expert navigation service and protecting the environment, waterways and infrastructure from accidents. Foreign crews, who do not know how to safely navigate the Great Lakes, need pilots who have the autonomy to make decisions based on safety rather than take risks.

Please read the attached letter to Senator **Gary Peters** of Michigan. If you agree and would like to support US pilots and Great Lakes navigation safety, please email me (address below) with your name, title, address, and permission to sign your name to this letter. It will be sent out this month to Senator **Peters**. If you know someone who would support this letter, please feel free to ask them to sign.

Thank you for your support and help,

Fraternally,
Capt. **George Haynes**, President
ISMA Port Huron Lodge No. 2
portmclain@aol.com

(Editor's Note: The letter addressed to Senator **Peters** is included as page 5 of this newsletter.)

Reminder—

Keep your email address up to date with your local lodge Secretary. It's the best way to receive your ISMA Letter (and other notices) promptly.

ISMA Letter is distributed via email.



**Bi-Centennial Detroit River Maritime Cruise
Sponsored by Great Lakes Maritime Institute
MONDAY, AUGUST 27, 2018**

In commemoration of the August 27, 1818, arrival of the steamboat *Walk-In-The-Water*, the Great Lakes Maritime Institute is sponsoring a six-hour cruise from Wyandotte to Detroit aboard the M/V *Portofino*.

The event begins with an 11:00 AM barbecue lunch at Portofino Restaurant, 3455 Biddle Avenue, in Wyandotte, MI. At noon, the group will board the M/V *Portofino* for a cruise to the foot of Bates Street where the steamboat *Walk-In-The-Water* arrived 200 years ago. Then a tour of Mariners' Church commemorates the arrival of the founder of this Detroit landmark, **Julia Ann Anderson**. She and her husband were aboard the *Walk-In-The-Water* for that first trip in 1818. Finally, at the Detroit/Wayne County Port Authority building, marine artist and historian **Robert McGreevy** will highlight the first steamboat on the upper lakes.

Seating is limited. Tickets are \$75.00 each, and include lunch and beverages. For more information and reservations, see the Great Lakes Maritime Institute website at www.glmi.org.



- August 10, 2018 -**
St. Lawrence Day
- August 11, 2018 -**
St. Clair Day
- August 11-12, 2018 -**
Sidelaunch Days Waterfront Festival,
Collingwood, ONT
- August 17-18, 2018 -**
Georgian Bay Tugfest, Midland, ONT
- September 3, 2018 -**
Annual Canada Merchant Navy Day
- September 28, 2018 -**
World Maritime Day
- October 17-18, 2018 -**
14th Annual Healing Our Waters Great Lakes
Restoration Initiative Conference
Westin Cadillac Hotel, Detroit, MI
- November 11, 2018 -**
Remembrance Day (CA)
ISMA Lays CMNVA Wreath at Owen Sound
Cenotaph
Veterans Day (US)
- November 26, 2018 -**
William Hamilton Merritt Day, Welland Canal
- December 7, 2018 -**
Grunt Club 180th Annual Dinner, Montreal, QC

Salute Your Fellow Members with the
SHIP MASTERS' SALUTE:
3 Long, 1 Short



Scan the QR
code at left. It
will take you to
the ISMA web-
site.

International Ship Masters' Association

Grand Lodge President
Capt. **Harold Dusseau**
13751 Otusso Dr.
Perrysburg, OH 43551

E-mail:
harold.dusseau@gmail.com

Grand First Vice President
Captain **Mark Mather**
382 S. East Silver Lake Rd.
Traverse City, MI 49685
(231) 590-6997

E-mail:
grtlakescapt@gmail.com

Grand Second Vice President
Captain **Joseph C. Ruch**
1145 Watson Drive
Fort Gratiot, MI 48059
(810) 385-6585

E-mail: jcruch@comcast.net

Grand Secretary-Treasurer
Captain **Brian L. Eickel**
3566 Pratt Rd.
Metamora, MI 48455
(810) 338-6352

E-mail: ismasecretary@aol.com

Navigation, Engineering, and Legislative Committee

Chairman....Scott Skrzypczak
2109 Davis St.
Wyandotte, MI 48192
(231) 590-2884

E-mail: NELC@shipmaster.org
Canadian Co-Chairman...

Captain Seann O'Donoghue
527 5th Avenue E
Owen Sound, ON N4K 2R4
(519) 371-2723
Email: capt.s.odonoghue@gmail.com

Membership/Outreach/Website Committee

Co-Chairman....Richard Gray
13684 S Thorn Creek Dr. #22
Traverse City, MI 49684
(734) 536-8162

E-mail: Firebird327@gmail.com

Co-Chairman....Tom Blakely
E-mail: tblakely@gmail.com

ISMALetter is published bi-monthly by the ISMA

Editor....Christine R. Rohn-Tielke
39039 Bridle Court
Avon, OH 44011

(440) 934-6960 Cell (440) 452-6960
Email: chilston@aol.com

Website: www.shipmaster.org
Contact... Thomas Blakely Email: tblakely@gmail.com



*Letter to US Senator Gary Peters
Regarding Great Lakes Pilotage
(See Page 3, Column 2)*

August XX, 2018

Sen. Gary Peters
724 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Peters:

Most Michigan citizens are completely unaware of the importance of Great Lakes pilotage, where expert American and Canadian mariners develop knowledge and experience on specific waters and guide the transient ships that visit our waters from overseas. American pilots provide an important layer of protection for our freshwaters, perhaps the single most valuable resource to our region.

Over the years, the discussions about pilotage are nearly always reduced to complaints by foreign shipping companies about pilotage costs. As you review pilotage issues, we urge to consider pilotage in the overall context of the environmental protection and marine safety that these pilots provide. The business of pilotage is preventing accidents and avoiding environmental catastrophes. When they do their jobs well, their services are invisible to the public, but the benefits they provide within our state are incalculable. Pilots are full partners with the U.S. Coast Guard in this mission of protecting our Great Lakes.

We know you play an important role on pilotage issues in Congress. You sit on the key maritime committee in Congress. Most Great Lakes pilots live in Michigan, and many of the systems that support and assist them are also located in Michigan. And, of course, no state benefits more from expert pilotage than Michigan, which is bordered by 4 of the 5 Great Lakes states and contains some of its most daunting confined waterways. We urge you to look at the full picture when reviewing the role pilots play in our Great Lakes system.

Sincerely,

Name
Title if appropriate, but not required
Home or work address
City, zip