

Fall 2007



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WMA Annual Gathering

Please join us for our annual gathering in Seattle. This year it will be taking place around Pacific Maritime Exposition, which is being held November 15-18. Contact Anne Mosness for more information: annemosness@aol.com. 360-671-6478

Rolling on the river is a dream come true for new pilot apprentice

By Cassandra Profita *The Daily Astorian*

It's a rare day when Rebecca Henderson isn't headed to or from Astoria aboard a deep-draft ship. As the second apprentice taken on by the Columbia River Pilots Henderson, 36, often devotes six days a week to the six- to nine-hour trip on the shipping channel between Astoria and Portland. "I'll go down on Monday, up Tuesday, back on Wednesday back up on Thursday ... basically I'm in Astoria every other night," said Henderson, who lives in Warren but bunks at the pilot house near 14th Street and Marine

Drive while she's in town. After just a month of apprenticeship, she's taken 26 of her 750 required trips under the tutelage of licensed river



*Rebecca Owen Henderson
Cal Maritime Class of 1992*

pilots. She's also completed five of the required 250 "harbor moves," where a pilot transfers a vessel from one harbor to another. "It's up to me how fast I can complete the program without burning out," she said. She's trying to cram as much experience as she can into every week, but it could still be four years before she's done with her apprenticeship. After that, she'll begin the normal, 2-1/2 year training it takes to become a licensed pilot. "It's essentially 6-1/2 years of training," said Henderson. "It's kind of like going back to school and getting your Ph.D. That's really what you're becoming is a specialist on the river." Before applying to be an apprentice, Henderson was chief mate on an oil tanker for Chevron and in line for a promotion to ship master - the highest rank on an ocean-going commercial vessel. But

she gave that opportunity up to take a spot at the bottom of the Columbia River Pilot hierarchy. "They were a little surprised I left," she said. "Once you get to master, that's it. You can't get any higher than that in deep sea, whereas pilot is like the pinnacle of my career, and that's really a big deal. Not everybody gets an opportunity to be a pilot." It was a tough decision to become an apprentice, Henderson said. It meant taking a significant pay cut - more than 50 percent of the salary she was making at Chevron - and leaving the industry where she'd spent 15 years working her way up from able seaman to chief mate. "It's a huge decision," said Capt. Paul Amos of the river pilots. "She was faced with two good choices, and she picked the tougher road." When she completes her training, Henderson will be one of just two women on the team of about 45 river pilots. The pilots' first apprentice, Anne McIntyre, is the other female pilot. Henderson said she's spent her whole career working with men and found it's rare to see women get to the higher ranks in the maritime world. "Most women quit early on in their career to have families," she said. "I think being a woman in a man's world you have to really earn their respect before you can move up. Sometimes that can be difficult." The big change for Henderson will be working in the "close quarters" of the river, as opposed to the open ocean. But right now, she's "just watching" the more experienced pilots in action. "Most of them have spent 10, 15, 20 years running up and down the river before they became pilots," she said. "They really know this river like the back of their hands, in fog and rain any time of day. I'm hoping to learn it just as well." ✨

Royal Caribbean Names First Female Captain



Royal Caribbean International has named Swedish mariner, Karin Stahre-Janson, captain of *Monarch of the Seas*, making her the first female captain in the line's 21-ship fleet and the first woman in the industry to command a major cruise ship. As the Captain of *Monarch of the Seas*, Captain Stahre-Janson is responsible for the safe navigation of a ship that is 880 feet long, 106 feet wide, has 14 guest decks and routinely carries 2,400 guests and

850 crew members. Captain Stahre-Janson recently completed her first tour of duty as captain of the Los Angeles-based ship, which sails three- and four-night cruises to San Diego, Catalina and Ensenada, Mexico. She resumes her command in August. Prior to joining Royal Caribbean, Captain Stahre-Janson worked for nine years in cargo shipping, primarily on petroleum and chemical tankers, where, ultimately, she served as Chief Officer. Captain Stahre-Janson has been an officer on Royal Caribbean's ships since 1997, when she joined the company. Starting out as First Officer on *Viking Serenade* and *Nordic Empress*, she became Chief Officer while on *Vision of the Seas* and continued that role on *Radiance of the Seas*. Adding still another stripe, she was named Staff Captain on *Brilliance of the Seas*, and also served in that capacity on *Serenade of the Seas* and *Majesty of the Seas*. A lifelong sailor, Captain Stahre-Janson graduated from the Chalmers University of Technology in Sweden with a bachelor's degree in Nautical Science and subsequently obtained her Unlimited Masters License. ✨

WMA Member to Testify Before U.S. Congress

WMA has learned that one of our members, Berit Eriksson, has been invited to testify before the U.S. House Subcommittee on Coast Guard and Maritime Transportation. The hearing will take place on October 17th, 2007, and will address the following issues:

- The shortage of mariners
- Reasons for the shortage – (wages, lifestyle, STCW requirements)
- The aging workforce
- The availability and cost of training for hawsepipers
- Recruiting mariners – How do we get people to want to work in the maritime field?
- Retention – How do we keep the mariners we have?

For those of you who have been reading the newsletter for a while, you may remember an article we did about Berit in the 2003 issue. She was instrumental in the creation of the Pacific Coast Maritime Labor Management Consortium, and was appointed director in 2003. The Consortium was funded by grants, which have since run out, and Berit has returned to shipping out, but during her tenure there she made valuable connections with key players in the maritime industry. She has continued to work behind the scenes to further her goal of federal financial assistance for training mariners, particularly hawsepipers. It seems that she has caught the attention of some members of Congress, and we hope that she is successful. We are following this issue closely and will keep you informed as we learn more. If you are interested in finding out more about the hearing, you can check out the web site for the Committee on Transportation and Infrastructure at <http://transportation.house.gov/>. As it gets closer, they will post a notice if it will be web cast. For transcripts of the hearing, you can go to <http://www.gpoaccess.gov/chearings/index.html> *

New Captain at the Helm of the National Maritime Center

At the recent MERPAC meeting in September, we had an opportunity to hear from Captain David Stalfort, the new head of the NMC. He gave us an overview of what's happening there, and what his vision is for the future. He's a licensed mariner himself, and has recently been through the renewal process himself, so he knows what it is like to be on the other side of the counter. We hope that he is able to accomplish his goals.

As many of you know, the NMC is in the process of moving from Arlington, Virginia to their new facility in Martinsburg, WV. Unfortunately we have learned that few of the experienced folks at the current NMC are making the move, and the results are already being felt. It is going to take a while for the new employees to get familiar with the licensing and documentation system, and you should expect delays when applying for a document. We were told that it is currently taking between 2-3 months for renewal, so plan accordingly. One of Capt. Stalfort's goals is to use technology to make the process more efficient, and some steps have already been taken in this

direction. New user-friendly forms are being posted on the internet, and an on-line system to track your application has just been implemented. One refreshing piece of news is that the NMC help line has a live person that will answer the phone, and they are promising that e-mails will be answered within a day or two. The phone number is 1-888-IASKNMC (1-888-427-5662). The e-mail address is iasknmc@uscg.mil. MERPAC is also looking for feedback on the experiences mariners are having with the Coast Guard. If you would like to share your experience, contact them at merpacfeedback@gmail.com. As an advisory committee, MERPAC is very interested in keeping track of how well the Coast Guard is doing with their customer service, and in many cases, MERPAC can help answer your questions. For more information on the restructuring of the NMC, go to <http://www.uscg.mil/hq/g-m/nmc/web/NMCRProjwebpagerevo1.htm>

The Coast Guard is also moving ahead with revising the medical standards, and expects to have a NVIC out sometime in the future. Meanwhile, if anyone has questions about the medical aspect of their application, they can contact the following e-mail address: marinermedical@uscg.mil.

This information, as well as links to related documents can be found on the WMA web site resources page: www.womensmaritimeassoc.com. *

October 18th, 2007 - 1st Annual Women on the Waterfront conference

Please join the Great Lakes Maritime Academy (GLMA) in partnership with the Maritime Administration (MARAD) at the first annual “*Women on the Water*” Conference.

This conference will bring together midshipmen with some of the most successful women in the maritime industry to discuss the issues facing women in our industry. This will be an excellent opportunity for students to not only learn about the industry through the eyes of successful women, but to begin building relationships that will ensure success in their careers. This will also be an opportunity for career women to network with present and future leaders in the industry.

This event will feature discussions on life at sea, life after the sea, and maritime policy and provide insight on women in various maritime organizations and shore side maritime professions. We will also have several networking opportunities for midshipmen and women currently working in the industry. This conference will provide an open forum for discussions highlighting obstacles and business opportunities relating to the maritime industry.

All maritime industry representatives are welcome to attend.

For more information and to sign up to attend the first annual “*Women on the Water*” Conference please contact Judi Rokos, Great Lakes Maritime Academy, at your earliest convenience by email jurokos@nmc.edu or by phone at (231) 995-1202. To reserve your seat, provide your name, position title, organization, mailing address, phone number, fax number, and email address. For hotel reservations, please contact the Grand Traverse Resort and Spa at (800) 748-0404 or www.newgrandtraverseresort.com.

Please share this information with anyone you think would like to attend this conference. *

Book Review by Katie Haven

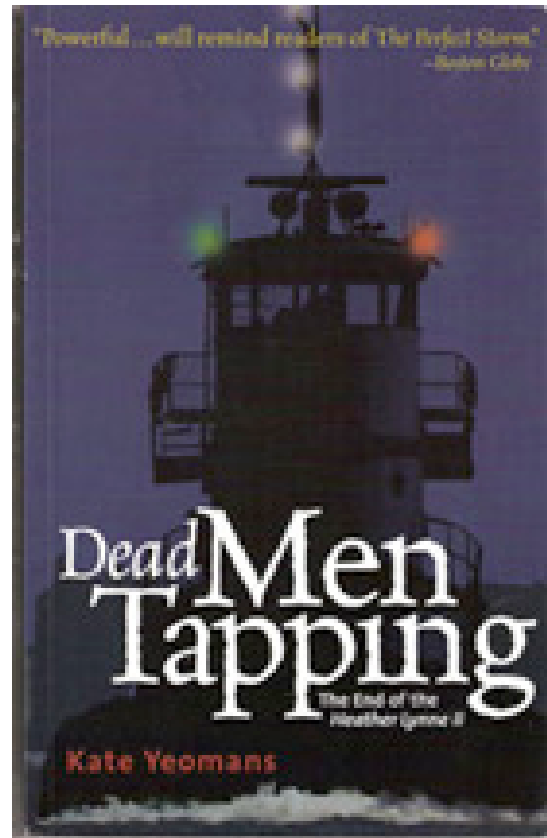
Dead Men Tapping - The End of the Heather Lynne II

By Kate Yeomans

Published 2004

by International Marine/McGraw-Hill

Despite the title, which sounds like it could be a mystery novel, *Dead Men Tapping* is a work of non-fiction. WMA member Kate Yeomans has written a painstakingly researched and thoroughly engaging account of the September 1996 sinking of the *Heather Lynne II* in and the subsequent rescue attempt of the three fishermen who were on board. The reader knows the tragic outcome at the outset, but Yeomans' skilled writing has you riveted to every page right through to the end. She manages to compile what could just be a dry accounting of facts into a story in which the characters come across as the complex people that they are. She spent thousands of hours researching transcripts and interviewing those involved to



put together the whole story. Almost everything in the book is factual, and on the few occasions where she is making conjecture, she lets you know. I appreciated the accuracy of technical details, which is due to her experience as part of the fishing community. It is this experience that led her to write the book in the first place. Yeomans and the rest of the tight knit fishing community of Newburyport, Massachusetts just had too many questions: How could the tug and tow run over a 45 foot fishing boat in the first place? Why did it take so long for rescuers to arrive? Kate Yeomans attempts to find out. You will have to read *Dead Men Tapping* for yourself to see if she does. I wish that every maritime disaster had someone as dedicated and thorough as her to tell the story. ✨

2007 United States Maritime Literature Awards Press Release

Janeen Mason, author of *OCEAN COMMOTION: SEA TURTLES*

has won the "Juvenile Division" award, published by Pelican.

She is the first maritime author from Florida to win a U.S. Maritime Literature Award.

Nicolette Jones, author of *THE PLIMSOLL SENSATION*

has won the "International Division" award, published by

Little Brown and Company, London. She also won the Mountbatten Maritime Prize for this book.

To see previous years' winners and find out more about this award, check out their web site at:

www.usmaritimeawards.com

Check out our book list on the web! www.womensmaritimeassoc.com

Scholarships Available for Women in Maritime Careers

Did you know that there are scholarships available for women who are seeking careers in the maritime industry? The source of this money is The Brier Foundation, created by Pinky Brier. Pinky was a pioneer in the aviation industry and through perseverance and hard work, she made a name for herself and achieved financial success. It was always her desire to help other women who wanted to work in transportation, and in 2004 she set up a foundation to provide scholarships to women in the fields of maritime and aviation. The foundation is managed by her niece, Sandy Pinkert. The foundation is rare in that it recognizes that maritime education is not always college accredited. Although a portion of the money goes to maritime academy students, the Brier Foundation also funds hawsepipers, This is especially timely considering all the new U.S. Coast Guard requirements for training. For more information, visit the Brier foundation web site at www.thebrierfoundation.org, e-mail pinkyflies@thebrierfoundation.org, or call 1-866-746-5913 (1-866-pinky1flies)

BRIER FOUNDATION SCHOLARSHIPS FOR WOMEN IN MARITIME TRANSPORTATION.

REQUIREMENTS:

Undergraduate – a Junior or Senior enrolled in a Maritime Academy in a program leading to a career at sea.

GPA of at least 3.25

Graduate – enrolled in a Maritime graduate program in the field of navigation, bridge officer, or naval engineering leading to a career at sea.

GPA of at least 3.25

Non-Academy Merchant Mariner – enrolled in a maritime school for a Merchant Marine License or Merchant Mariner Document

REQUIRED IN THE APPLICATION PROCESS:

Transcript if applicable

Proof of USCG accepted qualifying sea service – if applicable

Essays

Letters of recommendation – 3 professional and 2 personal (not immediate family)

Copy of licenses or certificates currently held – example: maritime document

Signed scholarship agreement

Travel Tip- Thanks to WMA member Jill Friedman for telling us about a new web site. It's called Journeywoman, and it is chock full of information for women who are traveling, or want to travel. You can sign up for a newsletter, or just browse the web site when you feel like it. It's the next best thing to hanging around the hostel talking to folks who have just been somewhere and can tell you the inside scoop on where to stay, what the best deals are, etc. www.journeywoman.com

Join the WMA - Women's Maritime Association

Send to: Women's Maritime Association
PMB 743
1916 Pike Place #12
Seattle, WA 98101

WMA dues are \$35.00 annually. Please pay at the beginning of the year, or if joining later, prorate dues at \$2.90 per month and add \$35.00 for the next full year. For Canadian and other foreign memberships, please pay in U.S. funds and add an additional \$4.00 annually for postage.

Yes, I want to join WMA. Enclosed is _____.

I am renewing my membership. Enclosed is _____.

Please fill out the following information being sure to indicate if you'd like to be listed in the next WMA directory. The directory is sent **only** to individual members.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE _____ YEARS IN MARITIME INDUSTRY _____

EMAIL ADDRESS: _____

EMPLOYER/SCHOOL: _____

JOB DESCRIPTION: _____


Would you like to be listed in the next directory? _____

We want your photos!

WMA is looking for photographs of women working on their vessels to use on the opening page of our web site: www.womensmaritimeassoc.com.

Please e-mail any digital photographs to info@womensmaritimeassoc.com, or send snail mail to:

WMA
PMB 743
1916 Pike Place #12
Seattle, WA 98101



The Women's Maritime Association is an informational and support network of seafaring women and men. Established in 1980, WMA is based in Seattle, with members from all over the United States and several other countries. Our membership includes women who work on ferries, tugs, fishing vessels, tankers, deep sea merchant ships, yachts and delivery vessels, as well as women who are seeking employment in the maritime and fishing industries, or who are students in maritime training programs.

WMA's purpose is to promote communication among women and men in maritime industries. Our newsletter provides a forum for exchanging information on employment, health and safety, training, and the achievements of our members. As a network, WMA provides mentoring and leadership, historical references, humor and camaraderie.

Check out our MSN group for our own Job Board, General Message Board, Picture Album, Calendar and More!

Our Web site has a new look!
Check it out-
www.womensmaritimeassoc.com

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