Mariners on Weeks Marine Dredges Choose MM&P
Canada’s Cabotage Law Under Attack
Crew of Kindra Lakes Tug Fights Fire on Railroad Bridge
Crews of *Manukai* and *USNS Byrd* Rescue Mariners in Distress
### Letter From the President

International treaty that would gut Canada’s cabotage law underlines need for vigilance on threats to Jones Act.

### News Briefs

Employees aboard Weeks Marine dredges choose MM&P, win first contract; U.S. maritime unions pledge support to Canada’s Merchant Navy in face of threats to cabotage law; crew of Kindra Lakes Tug Morgan commended for fighting fire on railroad bridge; crew of Matson’s Manukai saves three on sailboat in hurricane; “Bravo Zulu” to civil service mariners aboard USNS Byrd; in Congressional hearing, MM&P President presents joint union testimony on state of the U.S.-flag fleet.

### Washington Observer

Per-ship funding levels under the Maritime Security Program (MSP) must be revised; fight to preserve cargo preference shipments under food aid, Export-Import Bank, set to continue in next Congress.

### Feature Article

The introduction of tighter ECA requirements in 2015 could lead to an increase in loss of propulsion incidents, writes MM&P member Jeff Cowan. What are the risks and what other options are available?

### MM&P Plans

Annual open enrollment for health plan; new additions to IRAP and 401(k) plan fund line-ups.

### MM&P Pensioners

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#### Cross’d the Final Bar

#### Thank You PCF Contributors

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**About the Cover**

Weeks Marine’s BE Lindholm docked off Tampa, Fla. The professional mariners who crew the company’s hopper dredges selected MM&P as their bargaining agent and won their first contract, all in the space of a year.

— Photo by Zane Johnston

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MM&P is on Facebook, Twitter and YouTube. Like us. Follow us. Re-post and re-tweet. Every time you do, you help MM&P build an essential online community of members and allies. Connect with us today. And if you have news or photos you want to share with everyone, send us an e-mail at: communications@bridgedeck.org.
Union Brothers and Sisters:

The recent signing of the Canada-European Union: Comprehensive Economic and Trade Agreement ("CETA"), while applauded by the government of Canadian Prime Minister Stephen Harper and leaders of the European Union, is no cause for celebration for Canadian mariners, Canadian workers generally or their North American counterparts south of the border who are trying to provide for their families.

If this affront to national sovereignty is ratified by Canada's Parliament and the nations of the European Union, there will be one more nail in the coffin, not only for what is left of the once proud Canadian Merchant Navy, but also for the traditional concept of the national-flag merchant marine.

As made known after the signing of the trade agreement: “[e]ach Party [to the agreement] shall permit international maritime transport service suppliers of the other Party to provide feeder services between ports of that Party” and “[n]either Party may adopt or maintain measures requiring that all or part of any international cargo be transported exclusively by vessels registered in that Party or owned or controlled by nationals of that Party.”

If ratified as drafted, say goodbye to what is left of the Canadian Merchant Navy, except for vessels carrying exclusively Canadian cargo between Canadian ports, and say hello to redoubled efforts to undermine the Jones Act.

Typical of “free trade” agreements, CETA negotiations were conducted in secret and the citizens, trade unions and other interests not represented at the table were left first to speculate and then to scramble to deal with the results.

This should ring a bell: similar negotiations regarding our collective future are now taking place in the so-called Transatlantic Trade and Investment Partnership (“TTIP”) talks between the United States and the European Union as well as the Trans-Pacific Partnership Agreement (“TPP”) talks taking place between the United States and eight other Pacific Rim nations: Australia, New Zealand, Singapore, Malaysia, Brunei, Peru, Chile and Vietnam. There are two common threads in all these trade negotiations:

• the “partnerships” do not extend to the workers and labor organizations of the participating nations, and
• with regards to the maritime industry, cabotage provisions like the Jones Act are prime targets.

In an environment in which any national measure to protect workers or the economic well-being of the common citizen is viewed as “a trade barrier,” the Jones Act and similar cabotage provisions are seen as nothing more than “protectionism.” Call it whatever you want, the citizens of our country, Canada and every other independent nation must demand that their governments and appointed trade representatives do their jobs and take measures to safeguard their well-being. Under the duplicitous banner of “lower costs for the consumer,” cabotage is attacked and will continue be attacked, while more wealth is concentrated in the hands of global conglomerates.

Along with the other U.S. maritime unions, MM&P has condemned CETA and has offered full support to Canadian maritime labor (see page 11). We believe that the Canada-European Union: Comprehensive Trade Agreement may not be ratified for reasons unrelated to the maritime provisions of the agreement. We can only hope that this will be the case.

In the meantime we must work to ensure that our elected representatives don’t allow similar trade agreements to be inflicted on us by the “representatives” appointed to negotiate on “our” behalf. Please urge your congressmen to reject the secret TTIP and TPP negotiations. As has been amply demonstrated in the twenty years since the passage of the North American Free Trade Agreement ("NAFTA"), these agreements are not made for the benefit of the working men and women of the participating nations. Great wealth is created for some, but the “trickle down” has yet to manifest itself.

Concern for the economic well-being of the citizen—or the “commonweal” of the nation—does not spur many in Congress to action. However, we must consider ourselves fortunate that there are still many in and out of Congress and in the government as a whole who understand the implications to America’s national defense of any weakening of the Jones Act: whether negotiated away in trade talks or inflicted by other means.

Toward that end MM&P has been assured that representatives of the Maritime Administration are observers and/or are privy to the TTIP and TPP negotiations. We have been assured that the Jones Act is non-negotiable. Again, as with the possible rejection of CETA, we can only hope that this is the case. Advocates of the U.S. Merchant Marine and of U.S. shipbuilding continue to defend our industry in Congress, in the Department of Defense, at the U.S. Transportation Command and at the Department of Transportation. This includes the vigorous voice of recently confirmed Maritime Administrator Jaenichen. These voices, and our own, must continue to be heard.

Industry voices were heard at the Sept. 10, 2014, U.S. House of Representatives Subcommittee on Coast Guard and Maritime Transportation hearings entitled “The Status of the Merchant Marine.” Along with Niels Johnsen, Chairman/CEO of International Shipholding Corporation, Mark Tabbutt, Chairman of Salchuk Resources and Matthew Paxton, President of the Shipbuilders Council of America, I testified at these hearings.

continued on page 2
“Bravo Zulu” to Crew of USNS Richard E. Byrd

The officers and crew of Military Sealift Command (MSC) ship USNS Richard E. Byrd have been commended by the head of U.S. Navy Fifth Fleet for the rescue of nine mariners adrift in the Gulf of Oman. The licensed deck officers aboard USNS Byrd, a Lewis and Clark-class dry cargo ship, are represented by the Masters, Mates & Pilots. The master of the vessel is MM&P member Captain Daniel A. Glazier.

The rescue took place on July 28, when crewmembers aboard Byrd picked up a distress call from a Yemeni-flagged cargo vessel, the Al-Saed, which had lost power and was taking on water. The crew of the MSC ship was able to safely recover all nine men via lifeboat.

“Well done to the crew of USNS Richard E. Byrd for expertly rendering assistance to MV Al Saed-1,” the commander said in communications to the Fifth Fleet. “Your efforts exemplify the U.S. Navy’s commitment to the safety of all mariners. You can be justifiably proud of your efforts and teamwork.”

USNS Richard E. Byrd during a vertical replenishment. The crew of the ship, including officers who belong to the MM&P Federal Employees Membership Group, have been commended for rescuing nine people aboard a cargo ship that was taking on water.

From the President, continued from page 1

I was honored to testify on behalf of all American maritime labor (see page 8). Our testimony was heard by the industry and by the handful of members of Congress who were present that morning.

However, as pointed out by Congressmen Duncan Hunter and John Garamendi, respectively, the Chairman and Ranking Member of the Subcommittee, more of our elected officials need to hear from the industry and more needs to be done if the U.S. flag is to maintain a presence among the merchant fleets of the world.

Everyone at the hearing recognizes the issues confronting our industry, but too many members of the House of Representatives were not present. More significantly, many more who are not in Congress, but who are in positions of great influence in the global power structure, would like to see our industry internationalized and left unprotected by national legislation such as the Jones Act, the Maritime Security Program or the Cargo Preference laws that make our continued existence possible.

In fact, only a week or so before the maritime industry’s Congressional testimony, another group paid a visit to Washington, D.C.: “The Consultative Shipping Group.” This group, representing shipping administrations from a number of largely First World maritime nations in Europe (including the European Union), North America and the Far East, is officially dedicated to “reducing discriminatory, restrictive and protective practices” in international shipping. In other words, it advocates “liberalizing” the industry and taking our jobs away. Principle among the presenters was the Danish Maritime Authority, whose director also holds the Chairmanship of the Consultative Shipping Group. “Free and fair competition on a commercial basis” in the absence of restrictive regulation is their mantra, which is a bit of an oxymoron. No doubt that concept would bring a chuckle of recognition to every monopolist since J.D. Rockefeller.

Fortunately, at the Consultative Shipping Group gathering held at the Department of Transportation on Aug. 27, 2014, that great champion of the American merchant marine, Congressman Elijah Cummings, made a guest appearance. With a few eloquent words Congressman Cummings made it clear that “free trade” or not, the U. S. Merchant Marine and American shipbuilding are national assets that are not going to be abandoned. Thank you to Elijah Cummings, Duncan Hunter, John Garamendi, and Chip Jaenichen, the advocates of our industry in Congress and in government and to all our members who speak out in defense of our industry. During our lifetimes, the need has never been greater.

Fraternally,
Don Marcus
MM&P International President
The captain and crew of the Kindra Lakes Towing Vessel *Morgan* have received a letter of commendation from the City of Blue Island, Ill., for providing crucial help in putting out a fire on a CSX railroad bridge.

Captain Mike Szczudlo and crewmembers Eric Sorensen and Patrick Tobel sighted the blaze as the *Morgan* traveled westbound on the Calumet Sanitary Canal on May 6. The fire was burning particularly hot because the bridge is constructed of creosote-soaked ties. To make matters worse, there were no fire hydrants in the vicinity.

“The fire department was having trouble reaching all the way across the burning bridge,” the captain said, “so we called the chief to ask if we could assist.” The crew fought the fire from underneath using one of *Morgan’s* hoses. “We got it under control quickly by moving the boat back and forth under the bridge,” the captain said.

The crewmembers, all of whom are members of the MM&P Great Lakes & Rivers Region, received the letter of commendation from city officials in the presence of Jacque and John Kindra, owners of Kindra Lakes Towing.

“With the assistance from your tug and crew, we were able to extinguish the fire much faster and long before we would have been able to with only our crews and the water supply we had,” said Blue Island Fire Chief Mark Luety. “I commend Captain Szczudlo and his crew for their unconditional assistance in helping fight this fire. They truly are professional mariners.”
Mariners Aboard Weeks Marine Dredges Choose MM&P, Win First Contract

The professional mariners who crew two hopper dredges at Weeks Marine selected MM&P as their bargaining agent and won their first contract: all in less than a year. The victory is a huge win for these 62 new members, for their families and for MM&P.

In July 2013, crewmembers aboard Weeks Marine hopper dredges—the RN Weeks and the BE Lindholm—contacted MM&P. They wanted to form a union, and they wanted MM&P to represent them. MM&P officials—National Director of Collective Bargaining Lars Turner, Secretary-Treasurer Steve Were and Atlantic Ports Vice President Don Josberger—began the organizing process.

Turner led the organizing effort and took steps to build the voluntary organizing committee. His experience working aboard MM&P-contracted hopper dredges and his studies in union organizing at the University of Massachusetts and the AFL-CIO gave him a firm foundation on which to work. The rank-and-file members of the organizing committee reached out to their shipmates and began building their union on the dredges.

Turner and MM&P Organizer Roger Lash Jr. worked closely with the members of the committee and met numerous times with the crews to explain how the union could help improve their workplace. Support grew quickly and the crews signed “pledge cards” authorizing MM&P to represent them.

When Weeks Marine did not voluntarily recognize the crew’s choice for MM&P to be their bargaining representative, MM&P filed an election petition with the National Labor Relations Board (NLRB), the federal agency charged with conducting union representation elections. The vote was conducted by mail and the ballots were counted in the Newark, N.J., offices of the NLRB. The vote was 80 percent in favor of MM&P representation, a huge majority.

MM&P and Weeks Marine then began to meet to hammer out the new members’ first collectively bargained contract. The bargaining committee, chosen by the crews, consisted of six rank-and-file crewmembers: Ed “Rusty” Bradshaw (cook), Richard Marshall and Webster Wells (crew boat operators), Scott Still (mate), Tim Terrill and John Switzer (QMEDs). Lars Turner served as lead negotiator. The committee members worked hard to negotiate everything from meal menus and living quarters to health care and new wage scales.

During the eight months of bargaining, the crews remained united. Their slogan: “Together We Are Stronger.” On some crew change days, all wore MM&P shirts and hats. They showed solidarity by collectively raising money for a children’s hospital. They signed solidarity petitions in support of the bargaining committee. These actions and more showed support and strength, allowing the bargaining committee to achieve significant advances at the negotiating table with management. The new members ratified their first contract at the end of July.

“Standing together, they achieved paid health care, job security, grievance and arbitration provisions, training provisions, longevity pay and respect at work,” Turner said. “A union provides the only truly powerful mechanism to have a voice at work. When you cross paths with these members, welcome them as your new brothers and sisters.”
Maritime Jobs at Risk in Upcoming National Elections
Contribute to the MM&P Political Contribution Fund

The future of your job may depend in large part on the results of the Nov. 4 Congressional elections. Many of our industry’s strongest supporters are in extremely tight races. If they lose, American mariners and their families stand to lose as well.

What is your job worth? A $100 annual pledge to the MM&P Political Contribution Fund (PCF) works out to just 27 cents a day… Far less than the cost of a postage stamp.

Take a moment to view a short video about the work being done every day to protect your job: Go to bridgedeck.org and click on the “Notice to Mariners Video Series” button at the top of the page.

Remember: together we are stronger. Take the $100 pledge.
Contribute to the PCF.

ILWU Members Ratify Contract

Members of the International Longshore and Warehouse Union (ILWU) employed at grain elevators in the Pacific Northwest voted in August to approve a contract with Louis Dreyfus Commodities, United Grain Corp. and Columbia Grain. The contract ended lockouts of ILWU workers from their jobs at Columbia Grain and United Grain that had lasted for over a year.

The vote was 88.4 percent in favor of an agreement with the three companies that will remain in effect until May 31, 2018. Under the terms of the agreement, the parties agreed to drop pending NLRB and legal actions linked to the dispute.

“MM&P congratulates the ILWU on successfully concluding an agreement under the most difficult circumstances,” said MM&P President Don Marcus.

MM&P Joins Inland Boatmen’s Union in Thanking Citizens Who Called for End to Lockout

MM&P and the Inland Boatmen’s Union (IBU) reached out via newspaper advertisements to residents of the areas affected by the lockout of ILWU members to thank them for working to restore labor peace in the Pacific Northwest.

During the lockout, roving crews of non-professionals from outside the Northwest replaced experienced local operators of tugs and barges. Safety standards and the environment were placed at risk.

“The lockout is now over, the dockworkers are back on the job and river traffic will once again be safely in the hands of professional crews,” the unions wrote. “We thank elected leaders and our thousands of neighbors and friends, especially those in the environmental community, who offered assistance, signed petitions and lent unconditional support to the mariners” affected by the stand-off, they said.

MM&P and the IBU placed ads thanking local residents for their support.
**Officers and Crew of MV Manukai**  
**Rescue Three From Sailboat in Hurricane**

The crew of the Matson containership MV *Manukai* rescued three people from a disabled sailboat that had gotten caught in Hurricane Julio hundreds of miles from Hawaii on Aug. 11.

MM&P officers aboard the *Manukai* at the time were Captain John H. Bloomingdale, Chief Mate Matthew Frank Merrill, Second Mate Matthew J. Berntson and Third Mate Justin N. Moore.

*The Walkabout*, which had sailed from Stockton, Calif., got into trouble about 400 miles northeast of the island of Oahu. As Hurricane Julio moved across the Pacific Ocean, the vessel was caught in winds of 92 to 115 miles per hour and 30-foot waves; as it took on water, one of its hatches was blown away along with the life raft.

The crewmembers aboard *Manukai* first deployed a life raft for the sailboat’s crew, but conditions were too rough for them to get into it. The rescue attempt resumed after dawn the following day when the crew of the *Manukai* pulled the sailboat to their ship with a line, allowing the three people, apparently unharmed, to climb up a ladder.

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**MM&P Participates in ITF World Congress**

The International Transport Workers’ Federation (ITF) World Congress was held in August in Sofia, Bulgaria. Topics of discussion at the congress, which is held once every four years, included global unionism and the need to protect the right to strike. Representing MM&P at the congress were President Don Marcus, Gulf Ports Vice President Wayne Farthing and Pilots Group Vice President George Quick.

The convention is the ITF’s main decision-making event, at which affiliated labor unions set the agenda for the next four years and elect its executive board, president, vice presidents and general secretary. Approximately 1,800 people, including staff and participants from 371 trade unions in 116 countries, attended the congress, the 43rd in the ITF’s 118-year history.

*Photos by AFL-CIO Maritime Trades Department*

Dockers’ and Seafarers’ Section representatives at the ITF Congress. ILA and MM&P: working together in North America and internationally. *(Left to right)* OUIS Director Ake Selander, MM&P President Don Marcus, and ILA officials John D. Baker, Michael Baker, Dwayne Boudreaux and Ingo Esders.

MM&P President Don Marcus and Pilots Group Vice President George Quick addressing the Seafarers’ Section of the ITF Congress in Sofia.
Multi-Faceted Strategy Needed To Preserve U.S.-Flag Fleet, Unions Tell Congress

Six U.S. maritime unions called on Congress in September to work with them and with U.S. shipping companies to avoid an additional decline in the number of ships in the international trades that fly the U.S. flag. They added that steps must be taken to maintain and fully fund established programs such as the Maritime Security Program (MSP) and cargo preference, which supply essential cargo to the U.S.-flag fleet, and to ensure that American ships and mariners can participate in future exports of U.S. natural gas and crude oil.

MM&P President Don Marcus represented maritime labor and gave labor's joint testimony before the House Maritime Transportation Subcommittee on Sept. 10.

“Over the last 35 years, the number of U.S.-flagged vessels sailing in the international trade has dropped from 850 to less than 90,” said Subcommittee Chair Duncan Hunter (R-Calif.) in his opening statement. “Less than two percent of the world’s tonnage now moves on U.S.-flagged vessels. In the same period, we have lost over 300 shipyards and thousands of jobs for American mariners. For the sake of our national and economic security, we need to reverse this trend.”

In July, Hunter and Rep. John Garamendi (D-Calif.) introduced a bill to require the Department of Transportation to promote the use of U.S.-flagged vessels for LNG exports and to prioritize applications for deep-water port terminals that would use U.S. ships. Although no action is expected on the LNG shipping bill this year, Hunter and Garamendi have vowed to press forward with the legislation next year.

“Beyond the important contributions to our economy, a healthy merchant marine is vital to our national security,” Duncan said. “It is critical that we maintain a robust fleet of U.S.-flagged vessels to carry critical supplies to the battlefield, a large cadre of skilled American mariners to man those vessels, and a strong shipyard industrial base to ensure we have the capability to build and replenish our naval forces in times of war.”

“The development, implementation and funding of programs and policies that support this fleet, enhance its economic viability and increase its ability to compete for a larger share of America’s foreign trade are extremely important to the jobs of the men and women our labor organizations represent,” said MM&P President Don Marcus, speaking on behalf of MM&P, the American Maritime Officers, the Marine Firemen’s Union, the Marine Engineers’ Beneficial Association, the Sailors’ Union of the Pacific and the Seafarers International Union.

“When we lose U.S.-flag vessels and the shipboard billets they provide, trained and experienced American mariners lose their jobs, their income, their health and other benefits, and their ability to provide for their families,” he testified. “When this happens they have no choice but to leave our industry and find employment someplace else. For our government and in particular for the Department of Defense, this means that a sufficient number of American mariners will no longer be there—they will no longer be working in our industry—the next time the need to support American troops and America’s interests abroad arises.”

“Over the past 35 years… we have lost over 300 shipyards and thousands of jobs for American mariners. For the sake of our national and economic security, we need to reverse this trend.”

— Rep. Duncan Hunter

Marcus thanked the members of the subcommittee and of the Transportation and Infrastructure Committee as a whole for their support of the U.S.-flag maritime industry. “Your leadership in the ongoing fight to protect and enhance the programs and policies important to the operation of U.S.-flag vessels and your commitment to the growth of our industry have been and will continue to be critically important as we go forward,” he said.

Among the other witnesses who testified at the hearing were: Niels Johnsen, chairman and CEO of International Shipholding Corporation, Mark Tabbutt, chairman of Saltchuk Resources, and Matthew Paxton, president of the Shipbuilders Council of America.
DOT Dismisses Plan for FOC Airline

The U.S. Department of Transportation (DOT) has dismissed a controversial request by Norwegian Air International (NAI) to fly a cut-rate, third party contractor-operated multinational shuttle out of major U.S. cities.

The proposal had been slammed by airlines, labor unions and consumer safety advocates in Europe and the United States. Although NAI calls itself an Irish airline, it has no plans to operate out of Ireland and is actually a subsidiary of a Norwegian air carrier, Norwegian Air Shuttle. The subterfuge allows it to benefit from the more "business-friendly" regulations of the Republic of Ireland and to avoid complying with Norwegian tax and labor laws. The company plans to use pilots and flight attendants based in Thailand who work for independent contractors under the legal and regulatory regimes of a number of Asian countries.

MM&P President Don Marcus was among those speaking out against the plan. "Lessons learned in the U.S. maritime industry show how allowing companies to cherry pick among different national regulatory regimes can sink a great industry and with it tens of thousands of jobs," he wrote in an opinion piece published in the Congressional Quarterly publication CQ Roll Call. "NAI's attempt to shirk the regulatory regime of its home country would give it an unfair competitive advantage over America's airline carriers and put thousands of U.S. taxpayers—pilots, flight attendants and mechanics—out of work.”

While NAI's application for a permit is still pending, DOT recognized that the case presents "novel and complex issues" and that granting the company permission to operate is "not appropriate or in the public interest." This is a big step because DOT is now under no statutory deadline to act.

While denial of the exemption is a crucial step, there is still a final decision to be made on NAI's request for a foreign air carrier permit. "NAI must not be granted a foreign air carrier permit," says Edward Wytkind, president of the AFL-CIO Transportation Trades Department. “Only by rejecting NAI’s application will the DOT send a clear message that it will enforce worker protections embodied in aviation trade agreements.”

A broad labor coalition including TTD’s 32 member unions had worked for months in opposition to the NAI application. The efforts were led by the Air Line Pilots Association, the Association of Flight Attendants-CWA, the International Association of Machinists and Aerospace Workers, and the Transport Workers Union. TTD has also been joined in the effort by European labor unions and air carriers.

Gratitude to MM&P Members at Shaver Transportation For Standing Firm in Support of ILWU

MM&P President Don Marcus has written to all MM&P members employed at Shaver Transportation to thank them for the "courage and perseverance" demonstrated during the grain terminal lockouts on the Columbia and Willamette rivers.

On behalf of the membership and leadership of MM&P, Marcus also expressed gratitude to MM&P Regional Representative John Schaeffner, “who faced down full pressure from all competing forces in this struggle,” and to Steve Shaver, president of Shaver Transportation.

“Your display of solidarity and composure under the most difficult circumstances demonstrate that MM&P members will stand up to the challenges that face us,” Marcus told the members employed at Shaver. “On the front lines, you held fast for the protection of family-wage jobs, for employment security and for the right of trade unions to establish and maintain industry standards,” he wrote.

The contract approved by members of the International Longshore and Warehouse Union (ILWU) ended lockouts at Columbia Grain and United Grain that had lasted for well over a year.
Eighty-One Percent of Americans Say Companies Should Be Required To Disclose Political Donations

The U.S. Supreme Court’s 2010 decision in Citizens United v. Federal Election Commission allowed corporations to spend unlimited sums to influence elections. The decision led to the rise of “dark money” groups that advocate for the election or defeat of candidates but don’t disclose their donors.

More than $300 million in secret money was spent to influence the 2012 elections. As of two months before Election Day in the 2014 cycle, $50 million in dark money had already been spent.

The area of corporate political spending requires particular investor protections because it exposes investors to significant new risks. Certain corporate political spending choices may diverge from a company’s stated values or policies, or may endanger the company’s brand or shareholder value by embroiling it in hot-button issues. Investors have a right to know what candidates or issues their investments are going to support or oppose.

Americans across the political spectrum strongly support requiring transparency and accountability in corporate political spending. Polling shows that eight out of 10 Americans (81 percent) believe that corporations should spend money on political campaigns only if they disclose their spending immediately (including 77 percent of Republicans and 88 percent of Democrats).

Over one million individuals and groups have called on the U.S. Securities and Exchange Commission (SEC) to require publicly traded companies to disclose to their shareholders their use of corporate resources for political purposes.

Members of a coalition that includes shareholders, unions and religious groups are urging the SEC to move swiftly on the rule. A petition requesting the rulemaking was filed in 2011 by a bipartisan committee of leading law professors. The rulemaking was placed on the agency’s agenda by former SEC Chair Mary Schapiro in 2013 but was removed by Chair Mary Jo White earlier this year, sparking outrage among investors and the public.

“It's high time that the abuse of corporate political spending comes to an end,” said John C. Bogle, who founded Vanguard Investments. “Disclosure of corporate political contributions to the corporation's shareholders—its owners—is the first step toward dealing with the potentially corrupt relationship between corporate managers and legislators. Shareholders must not be left in the dark while their money is spent without their knowledge.”

“Since the Supreme Court’s devastating Citizens United decision, corporate ‘dark money’ has flooded our elections and made our American politics even less fair for working people,” says AFL-CIO President Richard Trumka. “It is bad enough that for-profit corporations are allowed to try to buy elections, but it's even worse when they can oppose a family-friendly agenda from behind a veil of secrecy. A true democracy values transparency, it does not let corporations exert dramatic influence on elections while hiding in the shadows.”

Ex-Im Bank Wins Nine-Month Reprieve

The U.S. Export-Import Bank (Ex-Im Bank) won temporary reauthorization in September when legislation to keep it in existence for nine months was included in a bill funding the rest of the federal government. The next time the bank's reauthorization comes before Congress it will be on its own, a fact supporters say will make its chances of survival much more tenuous.

The bank provides loan guarantees, loans and insurance to help foreign companies buy U.S. goods. Rather than costing taxpayers money, it generates a profit—returning to the U.S. Treasury more than $3.4 billion since 2005.

At least 50 percent of the cargo exported with Ex-Im Bank financing moves on U.S.-flag ships, providing an important base of cargo for militarily useful U.S.-flag vessels and the American mariners who crew them.

Ex-Im Bank's mandate is to help American companies deal on a more equal footing with foreign companies when they sell their products overseas. It creates jobs in the United States by promoting U.S. exports. The bank says its programs supported $37.4 billion in U.S. exports in 2013.

President Barack Obama has urged owners and employees of U.S. businesses that rely on Ex-Im Bank financing to tell their members of Congress to renew the bank's charter. Ex-Im Bank's "sole mission is to create American jobs," Obama says. "It helps many American entrepreneurs take that next step and take their small business global." The bank has been reauthorized 16 times before, always with bipartisan support and under both Republican and Democratic presidents.
MM&P in Voter Registration Drive At Maryland State Fair

Members of Masters, Mates & Pilots represented the union at the Maryland State Fair in Timonium, Md., on Aug. 25, manning the AFL-CIO Baltimore-Maryland Council booth along with other Maryland-headquartered labor unions and locals. The goal is to educate citizens about the importance of labor unions and, in election years, to register people to vote. Manning the booth were MM&P members Jim Staples, Brian Thomas, Sean Fitzgerald and Klaus Luhta. Also assisting were Nick Barton, communications intern for MM&P, and Abigail Marie Parrish.

MM&P Communications Department intern Nick Barton and Abigail Marie Parrish display the “Union Yes!” bumper sticker at the AFL-CIO booth at the Maryland State Fair. MM&P members have joined other local unions in manning the booth for decades.

U.S. Maritime Unions Slam Attempts To Undercut Canada’s Cabotage Law

MM&P has joined three other U.S. maritime unions in condemning an attempt to cripple Canada’s cabotage law as part of ongoing international trade talks. “We stand in solidarity with our Canadian counterparts, and we categorically oppose current attempts to cripple Canadian maritime law via the EU/Canada CETA negotiations,” the unions wrote in a statement that was released to the press in September.

CETA is the Canadian equivalent of the Transatlantic Trade & Investment Partnership (TTIP) talks being conducted on a proposed free trade agreement between the European Union and the United States. As part of the CETA negotiations, current Canadian law requiring carriage of shipments between Canadian ports on Canadian ships would be modified. If the CETA agreement is approved, it could mean the end of Canadian-flag shipping.

“National cabotage laws exist all over the world, and for good reason,” the U.S. unions wrote. “They promote strong national economies. They help maintain vital skills and industrial bases in shipyards. They are nothing short of indispensable in preserving well-trained, reliable shipboard manpower pools… Any weakening of such laws in Canada is completely unacceptable. Considering the service and sacrifice of the Canadian Merchant Navy during the Second World War in preserving European democracy, it is appalling that representatives from some of the very same nations that benefited from that sacrifice now want to destroy the industry.”

U.S. cabotage law as embodied by the Jones Act is seen as indispensable in protecting national security, especially in the wake of the 9/11 attacks. “Instead of seeking to attack Canadian cabotage, the EU should welcome a similar policy package to protect European shipping by introducing a level playing field for intra-community trades that would help to stop the downward spiral in salaries and the discriminatory practices against seafarers,” the unions wrote.

Besides MM&P, the unions that signed on to the statement were the American Maritime Officers, the Marine Engineers’ Beneficial Association and the Seafarers International Union.
Columbia River Bar Pilots Accepting Applications

The Oregon Board of Maritime Pilots and the Columbia River Bar Pilots are accepting applications to fill vacancies expected to occur over the next few years. Applicants must have at least one year of sea time as master on ships over 5,000 GT to apply and two years’ sea time to be accepted. The Columbia River Bar Pilots are an equal opportunity organization looking for captains with a broad range of experience who are capable of working in the demanding conditions of the winter bar. Successful applicants must have the command personality needed to make the decisions the job requires. They must also be willing and able to contribute to running the business side of the organization.

If you are interested, please contact: Susan Johnson, Administrator, Oregon Board of Maritime Pilots, 800 N.E. Oregon St. #15, Suite 507, Portland, OR 97232; susan.johnson@state.or.us; 971-673-1530 (phone); 971-673-1531 (fax).

Aboard RV Langseth

MM&P Atlantic Ports Vice President Don Josberger recently visited with the officers and crew of RV Langseth, a National Science Foundation research vessel contracted through Columbia University. The licensed deck officers aboard RV Langseth are all MM&P members.

Attention Chief Officers: Your Help Is Needed for an MBA Thesis

An MM&P A-Book Member is currently preparing to write a thesis to complete an MBA in Shipping and Logistics at Middlesex University/Lloyd’s Maritime Academy. The title of the thesis is: “Safe Manning Levels, STCW Rest Hour Regulations & Fatigue: An Analysis of the Chief Officer Position.”

Questionnaires have been created for the purpose of collecting primary data for the compilation of accurate statistics. The data collected for the thesis will ultimately provide hard facts about the Chief Officer position.

If you would like to take part and are currently a Chief Officer sailing for MM&P or have sailed as Chief Officer, please request a questionnaire by sending an e-mail to mmpchiefmate@gmail.com.

Any and all information received will be 100 percent confidential. No names will be used in the thesis. The purpose of the survey is academic and the intent is to gather statistics only.
Port Call!

MM&P officers aboard *Maersk Detroit* took time out from their busy work schedules recently when the ship docked in Port Elizabeth, N.J., to meet with MLL Auditor Roger Bumstead and MM&P Atlantic Ports Vice President Don Josberger. *Maersk Detroit* is one of the K-class ships purchased by Maersk Line, Limited (MLL) last year to upgrade the ocean transportation services provided to its U.S. military, government and commercial customers.

![Image](image.jpg)

*Maersk Detroit* Chief Mate Jason Teal with MLL Auditor Roger Bumstead.

Come to the SOCP Fall Meeting at MITAGS Oct. 29-30

The Ship Operations Cooperative Program (SOCP) invites the maritime community to attend its annual fall meeting at MITAGS-PMI-CCMIT, 692 Maritime Blvd., Linthicum, MD 21090 on Oct. 29-30. A high caliber line up of speakers has been invited to the event, which will focus on regulatory issues facing the maritime industry. Everyone is welcome to attend.

The meeting will include the following facilitated panel discussions to help drive future cooperative program development: Polar Code Issues and Proposed Solutions; STCW Issues and Proposed Solutions; Environmental Regulatory Issues and Proposed Solutions; Ballast Water Management; ECA Compliance; EPA’s Ports Initiative, Shorepower and Incentives; and Workforce Issues and Proposed Solutions.

The SOCP is a non-profit organization comprised of representatives of business, government, education and workforce. It includes people from every sector of the maritime community who explore challenges facing the U.S. maritime industry and work together in the areas of safety, security, regulations, environmental protection and workforce development.

For more information and to register for the fall meeting, visit [www.socp.us](http://www.socp.us)

Kings Point Grad Ryan Raffo Receives MM&P “Good Shipmate Award”

MM&P is pleased to recognize the achievements of several outstanding maritime academy graduates this year. Among them is Ryan Raffo, an MM&P associate member who graduated from the U.S. Merchant Marine Academy at Kings Point. Raffo received the "Good Shipmate Award" in recognition of his excellent academic performance and on the recommendation of Kings Point faculty and his peers.
Mark Takai Wins Primary For Hawaii’s 1st Congressional District

Mark Takai, a strong supporter of the U.S.-flag fleet and a dynamic advocate for our nation’s veterans, is the winner of the Democratic nomination in the race to represent Hawaii’s 1st Congressional District. Takai is a state lawmaker who served in Iraq with the National Guard. In the Hawaii House, he has pushed for tax credits for companies that hire veterans and worked closely with the Chamber of Commerce to ensure local military bases remain strong.

“Our vets went to bat for us; let’s go to bat for them,” Takai says. “They are our new ‘greatest generation.’ I think it is wrong that some in Congress have proposed cutting critical services like assistance to homeless vets, suicide prevention programs and job training assistance. There are fewer vets serving Congress than at any point since WWII; maybe that’s part of the problem.”

Takai, a member of the Hawaii Army National Guard for 15 years, was deployed during Operation Iraqi Freedom in 2009.

MM&P and ILA Local 333 Together at Maritime Benefit in New York

Members of ILA Local 333 and MM&P attended the Tugboat Reception on Sept. 19. The event benefits Virginia’s House of Hope Maritime Cooperative Program, which trains young people to work in the maritime industry. (Left to right) ILA Local 333 member Rod Bisson, a captain with Buchanan; Local 333 Secretary-Treasurer Ron Tucker; MM&P Field Organizer Kyle Grant; and ILA Local 333 member Michael Freeman, an AB with Reinauer Transportation.
Open House Aboard *Dredge McFarland* Draws Crowds

Members of the public flocked to Penn’s Landing, Philadelphia, over the Memorial Day weekend for a Delaware River Maritime Day celebration that included a tour of the U.S. Army Corps of Engineers (USACE) *Dredge McFarland*. The tour was conducted by LDOs Stan Kostka and Shawn Bailey, who are members of the MM&P Federal Employees Membership Group (FEMG).

(Left to right) FEMG members Shawn Bailey and Stan Kostka with MM&P National Contracts Director Lars Turner in the wheelhouse of the *McFarland*.

Standing in the wheelhouse of the *McFarland*.

Stan Kostka and Shawn Bailey explain what the *McFarland* does and how it operates.

USACE *Dredge McFarland* drew a crowd of visitors interested in learning about the work done by the Army Corps of Engineers.

Are You Taking Advantage of Union Plus Benefits?

Union Plus is designed to serve the interests of working Americans by providing union members and their families with value, quality service and cost savings through unique products and services. Here are the top five benefits union members can get today: rebates of up to $100 on AT&T smartphone plans and union-made cars; grants when union members are on strike, laid-off or disabled or have large hospital bills; everyday savings on flowers, car rentals, motor clubs and more when using the Union Plus credit card; a member advocate on your side if issues arise; consumer tips to help you manage your money, be a savvy shopper, avoid scams and more. To sign up for these benefits and more, go to http://www.unionplus.org/.
MM&P Members Aboard MV Fairweather Featured In Professional Mariner Magazine

MM&P officers Captain Michael Schlecter, Chief Mate Brian McCarthy and Second Mate Joseph Krzesni were featured in the October/November issue of Professional Mariner magazine. Reporter John Gormley interviewed the three in the wheelhouse of the Alaska Marine Highway System (AMHS) fast ferry MV Fairweather. The journalist followed the crew through a four-and-a-half-hour, 132-nm voyage in June from north of Juneau, Alaska, to Sitka, for an article entitled, "Alaska Fast Ferry Navigates Complex Series of Waterways."

The 235-ton ferry, built in 2003, was constructed with state-of-the-art technology including infrared radiation to detect obstacles in low visibility and an active intercept roll control system to minimize passenger discomfort along the challenging route. Schlecter, who has been master of the Fairweather since it was delivered to AMHS over a decade ago, appreciates the electronics but says he is also conscious of their limitations. “Sometimes people rely too much on the technology,” he says. All the officers aboard ferries in the AMHS fleet are members of MM&P’s United Inland Group—Pacific Maritime Region.

Maersk Montana Crew Encounters Man Floating In Homemade Plastic Bubble

The MM&P-crewed Maersk Montana was among the vessels that intervened to aid a peace activist trying to “run across the water” from Florida to Bermuda in a homemade floating “hydro pod” in early October. The man, Reza Baluchi, was ultimately rescued by the Coast Guard. In audio footage, he is heard to refuse an Oct. 1 offer of assistance from personnel aboard Coast Guard Cutter Bernard C. Webber. The long-distance runner explained to them at the time that he did not want to give up the journey, which was intended to call attention to the quest for world peace, saying he had been preparing for the voyage for two years.

The cutter was dispatched to the scene after the crew of Maersk Montana reported the man had asked them for directions to Bermuda. Baluchi was rescued on Oct. 4, 70 nautical miles east of St. Augustine, Fla., after activating his personal radio beacon. A spokesperson for the Coast Guard said he appeared to be suffering from exhaustion. Aboard the hydro pod, Baluchi reportedly had only protein bars, bottled water, a GPS and a satellite phone.
As this edition of The Master, Mate & Pilot goes to press, the Nov. 4 Congressional elections are but a few weeks away, and the 113th Congress is preparing to deal with the few remaining issues it must address before adjourning. The results of the elections, and the final actions of the 113th Congress, will go a long way towards determining the priorities and challenges our industry will face over the course of the next two years.

A priority in the next Congress will certainly be to enhance the Maritime Security Program (MSP). The program was created under the Maritime Security Act of 1995, which allowed the Secretary of Transportation, in consultation with the Secretary of Defense, to establish a fleet of 47 privately owned, militarily useful U.S.-flag commercial vessels to meet the defense needs of our nation.

In 2003, Gen. John W. Handy, then commander in chief of U.S. Transportation Command, told Congress, "As we look at operations on multiple fronts in support of the War on Terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most demanding wartime scenarios… MSP is a cost-effective program that assures guaranteed access to required commercial U.S.-flag shipping and U.S. merchant mariners when needed… MSP is a vital element of our military's strategic sealift and global response capability.”

With the support of the Department of Defense (DOD), legislation to extend and enhance MSP was enacted in October 2003 under Public Law 108-136. The program was expanded to include 60 vessels and extended through Sept. 30, 2015. As further evidence of the value of MSP to our nation, Congress passed, and the President signed, the National Defense Authorization Act of 2011, which again extended MSP: this time through fiscal year 2025.

Funding levels for MSP vessels must be updated

This extension was intended to give DOD the opportunity to undertake long-term planning with the certainty that it could depend on the commercial sealift capability provided by the 60-ship maritime security fleet, its associated civilian maritime manpower and the worldwide intermodal and logistical resources that MSP carriers provide.

But, unless immediate action is taken, it may not be possible for DOD or our country to fully realize the benefits of MSP.

It is, in fact, critically important that action is taken to review and adjust the per-vessel support levels.

Contributing to the differential between the cost of operating a U.S.-flag vessel and a foreign-flag vessel are:

- significant reductions in the amount of defense and non-defense government cargoes available to U.S.-flag vessels;
- the proliferation of income tax and other economic incentives available to foreign-flag vessels and foreign crews but not to U.S.-flag vessels and their American crews;
- the growing competition for cargoes from foreign flag-of-convenience vessel operations which fail to meet the operational and labor standards applicable to U.S.-flag vessels.

If steps are not taken, the vessels that participate in MSP will likely be forced to leave the U.S. flag. This will reduce the commercial sealift capability available to DOD, cause the outsourcing of critically important American maritime jobs and lead to a dangerous reduction in the number of American mariners available to crew the surge and sustainment vessels needed to support our troops overseas.
It is also important to understand that any weakening of MSP will cost the American taxpayer far more than is necessary to fully fund the program. A 2006 report prepared for the National Defense Transportation Association—Military Sealift Committee concluded that “the likely cost to the government to replicate just the vessel capacity provided by the MSP dry cargo vessels would be $13 billion.”

The U.S. Transportation Command has estimated it would cost the government $52 billion to duplicate the global intermodal system made available to DOD by MSP participants: MSP offers the same ships and facilities at a cost to the taxpayer, in Fiscal Year 2015, of just $186 million.

By updating funding levels for the program, Congress and the Administration could ensure the continued availability of this critically needed sealift capability, as well as the associated American maritime jobs.

If the appropriate steps are not taken, the vessels participating in the Maritime Security Program will likely be forced to leave the U.S. flag.

Full coastwise trading privileges for all vessels built in our country

Another priority over the next two years is to convince Congress and the Administration to support innovative actions to enhance the economic viability of our industry and increase the number of U.S.-flag vessels operating in our domestic and foreign commerce.

It is time, for example, that Congress allow vessels built in the United States, but which have operated under a foreign flag, to return to the U.S. flag with full coastwise trading privileges under the Jones Act. Such vessels should be encouraged to operate under the U.S. flag with American mariners, not kept out of our domestic trades to insulate other operators of U.S.-built vessels from competition.

The Jones Act should not be an impediment to the growth of the domestic fleet. It should not be used to prevent the operation of the U.S.-built, U.S.-flag vessels necessary to meet the demands of U.S. shippers. It should not be used to prevent the employment of American maritime workers. The Jones Act should be maintained to enhance the security of the United States, not to provide an unwarranted barrier to competition for similarly situated American companies and U.S.-built, U.S.-flag vessels.

In cases in which a U.S.-built vessel is seeking a technical waiver of the Jones Act because it has operated under a foreign flag, a waiver should be granted as a matter of course. The universe of vessels built in the United States and operating under a foreign flag is small, but every vessel is important. Each U.S.-flag ship adds to the commercial sealift capability that may be needed by the Department of Defense and every vessel operating under the U.S. flag provides a base of employment for the civilian maritime manpower crucial to the operation of vessels in time of war or other international emergency. It is time for Congress to bring these vessels home to the U.S. flag.

An end to double taxation under the HMT

Another area long overdue for legislative action relates to the development of a U.S. marine highway system comprised of U.S.-built, U.S.-owned and U.S.-flag vessels. Increasing the operation of American vessels along the costs of the United States, including within the Great Lakes, would provide numerous benefits to the United States.

One of the major impediments to the development of a marine highway system is the discriminatory application of the harbor maintenance tax (HMT) on the transportation of waterborne cargo between American ports, including ports on the Great Lakes. Today, the HMT is imposed on cargo entering the United States from an overseas market. If this cargo is then reloaded onto another vessel for transport along our coasts to another U.S. port, it is taxed again upon its arrival at the second U.S. destination. The double taxation of waterborne cargo under the HMT discourages shippers from using vessels to supplement their rail and truck traffic, thereby increasing congestion on roads and rails.

Congress should eliminate the double taxation of waterborne commerce moving between American ports to end this serious tax-related impediment to the development of a marine highway system. Such a system has the potential to create significant new employment opportunities for American shipbuilding workers as well as for licensed and unlicensed merchant mariners. The shipment of imported cargo along our coasts would provide a significant opportunity for America’s underused smaller- and medium-sized ports, creating important new employment opportunities for American longshoremen and other shoreside workers.

In 2008, the National Association of Counties adopted a resolution that calls on Congress “to support the development of a robust short sea shipping [i.e., marine highway] system to aid in the reduction of freight congestion on our nation’s highway systems, with an additional benefit of reducing air pollution.” The resolution added that “water transportation, especially along our coasts and inland waterways, is a sensible, economical, and environmentally sound solution to many of our conges-

continued on page 14
tion problems and the related issue of air pollution. Urban and rural counties would benefit from increased use of coastal and inland waterways to move freight...”

**LNG exports = new jobs for Americans**

A third new policy that should be enacted is legislation sponsored by Congressmen John Garamendi and Duncan Hunter to encourage the use of U.S.-flag liquefied natural gas (LNG) vessels. LNG export offers an opportunity to expand the U.S. Merchant Marine and create significant new job opportunities for American mariners.

The bipartisan legislation introduced by Garamendi and Hunter, the Growing American Shipping Act, authorizes the Secretary of Transportation to develop and implement a program to promote the export of LNG on U.S.-flag vessels. The Secretary is further directed under the bill to give priority in the processing of LNG export applications to deepwater port terminals that include the use of U.S.-flag ships.

In conjunction with this legislation, Congress should consider addressing an impediment to operating a U.S.-flag rather than a foreign-flag LNG vessel. Specifically, Congress should extend the provisions of section 911 of the Internal Revenue Code (the foreign source income exclusion) to American mariners working aboard LNG vessels engaged in the carriage of LNG exports from the United States.

Such action would have two extremely important benefits: First, extending section 911 to Americans working aboard vessels carrying LNG exports could encourage companies to employ American mariners for their foreign-flag LNG vessel operations, giving Americans the sea time and training they need to operate U.S.-flag vessels in the trade. Second, this change in tax law could eliminate an economic disincentive to the operation of LNG vessels under the U.S. flag, encouraging companies to develop U.S.-flag LNG vessel operations.

**Protecting Food for Peace and Ex-Im Bank cargoes**

Of course, much more needs to be done to ensure our country continues to have the U.S.-flag commercial sealift capability and American mariners necessary to protect America’s military, economic and homeland security.

The PL 480 Food for Peace program should be maintained, not converted into a program that gives away taxpayer dollars instead of American produced-food carried overseas on U.S.-flag vessels.

The Export Import Bank of the United States should be authorized to continue its activities beyond its June 2015 expiration date. American companies and American workers need the Export Import Bank to help level the playing field so that American companies can compete for sales overseas, and so that American vessels can continue to carry American-manufactured products to overseas markets.

And the Maritime Administration should be able to exercise its authority to ensure that all federal agencies and departments use U.S.-flag vessels for the carriage of government cargoes as required by law.

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**Any weakening of the Maritime Security Program would cost the American taxpayer far more than what it costs to fully fund the program.**

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**A call to action**

Now more than ever, we have to be in a position to elect and reelect our friends and supporters to Congress. I know that each of you, like me, has a personal political preference and philosophy. But I also know that everyone in our industry must look at the big picture: do we or do we not want a U.S.-flag fleet and the American jobs that go with it?

Will we be able to respond when we are asked for help by the members of Congress who stand by us every day? The stakes are too high to turn over the fate of our industry to those who do not share our understanding of the importance of a strong U.S.-flag merchant marine. By electing those who care about the economic and military security of our nation, and about keeping American maritime jobs here at home, we can work to preserve what we have as well as to promote the maritime policy initiatives that increase the size of our fleet.

One thing that we can do as individuals is to support the MM&P Political Contribution Fund (PCF). The stronger the PCF, the greater our ability to elect legislators who support the U.S.-flag fleet.

Don’t stand on the sidelines. It’s time for all of us—all MM&P members, pensioners and employees—to stand up and be counted. It’s time for every member of our Union to put his and her job first by making a contribution to the PCF.

Go to bridgedeck.org to learn more about the PCF and to make a contribution. If you have questions about the PCF or our activities in Washington, D.C., contact me at jpatti@miraid.org or send an e-mail to MM&P Headquarters at communications@bridgedeck.org.
In 2010, the International Convention for the Prevention of Pollution from Ships (MARPOL) designated specific portions of U.S., Canadian and European waters, including the English Channel, the Baltic Sea and the North Sea, as Emission Control Areas (ECAs). Since August 2012, ships operating in these areas have had to burn fuel oil not exceeding 1.0% sulphur. In January 2015, the limit falls to 0.1% sulphur, effectively making the use of distillate fuel mandatory within the ECA.

The United States has already had some experience with the effects of this legislation, as California has required ships to use distillate fuel within 24 miles of the coast since 2009. While this requirement was intended to reduce emissions and improve air quality, it has also created some difficulties, most notably an increase in loss of propulsion (LOP) incidents that could have caused a collision, allision or grounding. The state has come close to a more serious incident several times, but thankfully none has actually occurred.

**Loss of propulsion incidents: the risks**

In California, five different types of LOPs have been experienced:

- **Failure-to-start scenarios.** Typically, these result from the difference in British thermal units (BTU) of distillate fuel versus heavy fuel oil (HFO). The fuel rack requires adjustment to ensure positive starts. Other issues include the lack of ability to maintain RPMs at slow engine speeds and masters continuing to order engine starts without engine calibration to offset the lack of BTUs.

- **Heat incompatibility issues when switching from HFO to distillate fuel.** To get HFO to flow through the fuel lines it must be heated to 150°C or 302°F. Distillate fuel flows at ambient temperature and loses its limited viscosity if fuel lines and components are above ambient temperature.

- **Fuel system leakage.** “O” rings on engines adapted to run on HFO with the extra heat do not do well with the solvent qualities of distillate fuel, causing extraordinary leakage at times.

- **Clogged strainers and/or fuel filters.** The solvent quality of distillate releases asphaltenes from the fuel components. These collect in the filters and strainers, causing shutdowns from clogged fuel lines.

- **Distillate is less viscous and has less lubricity.** Close tolerance parts, even if worn, do well with the viscosity and lubricity associated with heated HFO. Distillate has been shown to be less tolerant of any wear in the fuel injectors/pumps, causing close tolerance fuel components to hang up either open or closed.

**Risk levels**

As the ECA standards evolved, several regulatory agencies, including the Environmental Protection Agency and the Coast Guard, were asked if they had carried out risk assessments with regard to mandatory fuel switching. The answer was “No.” Yet there clearly are risks involved. Prior to 2009, California averaged 23 LOP incidents per year. This shot up by almost 200% when regulations requiring the use of distillate fuel were introduced.

Even more alarming is the risk of LOP incidents in the Gulf of Mexico. There are 4,000 shallow water oil rigs, 800 manned oil rigs and 94 deep water oil rigs in the Gulf. The situation carries great weight with this mariner, who has noted first-hand the proximity of rigs to shipping lanes in the Gulf. Given that some ships may become dead in the water and be at the mercy of the elements, could an allision with a drilling rig occur?

The problem extends well beyond the United States. Ships headed for Northern Europe will have no choice but to transit the English Channel. Their fuel switchover position is a line between Land’s End and the Brest Peninsula in the south. According to the UK Maritime & Coastguard Agency, there were 35,581 transits of the Southwest Bound Lane in the English Channel in 2013. In the same period, the Northeast Bound Lane saw 36,297 transits, according to the Prefecture Maritime de la Manche et de la Mer du Nord. If LOPs occur in the same proportion as in California, the maritime industry could see 646 LOP events annually in the crowded English Channel.

To the north, the ECA extends southwards of latitude 62° North and eastwards of longitude 4° West, an area that encompasses most of the North Sea. The North Sea plays host to 570 oil rigs, 152 of which are staffed. Unlike arrival into the United States, where ships will be surrounded by open ocean after the switchover, these Channel and North Sea bound ships will be in close proximity to France, England and oil rigs, and very close to potential dangers if problems should occur.

Given the potential for LOP events in the area, 2015 could prove to be an anxiety-ridden year.
The impact of weather

Historically, weather in the North Atlantic and North Pacific during the winter months causes a consistent 20-40% chance of seas over 12 feet. Typically this means the wind is blowing over 26 knots. Why would this be significant? It does not take much more wind for the seas to build over 12 feet and hamper the progress of a ship. Engine loads increase in high seas, forcing the master/chief engineer to reduce load on the engine (reducing fuel) and slowing the ship even more. If the chief engineer hesitates to reduce load, extra wear will appear on the engine components, increasing the possibility of a LOP. The likelihood of suffering a LOP incident is increased many times over when distillate fuel is used. Imagine the potential of a ship running aground and a major oil spill in the North Sea!

Routing

Once the 2015 ECA comes into effect, ships will try to minimize their use of the more expensive fuel, with its assorted running issues, by changing routes to avoid the affected areas as far as possible. For example, masters coming to the United States will use a great circle course (intersects each line of longitude at a different angle) until the ship is directly east or west of its destination, then proceed into that port using a rhumbline (intersects each line of longitude at same angle) or straight line.

Collectively taking all the ship arrivals into the United States on a yearly basis and using the assumption that masters will opt to change routes, ships will add approximately 1.1 million miles to their voyages. In other words they will be burning the less desirable fuel (HFO) for over 1 million extra miles in total. The point of using low sulphur distillate is to reduce emissions, but in this scenario, the net benefit might be zero when offset against the operational changes.

Scrubbers

Companies wishing to avoid the higher fuel bills and mechanical issues associated with fuel switching have the option of installing stack gas scrubbers. These cost $5-10 million to install on existing ships for the main propulsion engine(s) and auxiliary generators. They are capable of reducing sulphur oxide emissions (SOx) to ECA-compliant levels while burning the less costly HFO but at what real cost? It has been estimated that scrubbers will increase fuel consumption by 1.5% to 5%. Take a ship that burns 100 tons per day of HFO. When the scrubber is in use, consumption will increase from 1 to 5 tons.

One of the chemicals typically used in the scrubbing technology is caustic soda. Consumption can be over 20 tons per week while in the ECA, so it is vital that crews are trained on how to handle this hazardous substance without sustaining injury. The typical operation will also consume approximately one ton of fresh water if the system is a closed loop scrubber. Ships will need exceptional evaporators to handle the extra demand for fresh water. Any hazardous effluent leftover must be disposed of, and only two options exist: bring it to port or release it into the ocean.

In an open-loop scrubber system, the free copper effluent must also be disposed of.

If disposal ashore is not feasible due to shore-side facility restrictions or other impediments, the only option is to release it into the ocean. At the same time, industry has not completed a life-cycle analysis of the scrubber system, meaning that the length of service and viability of a scrubber system are unknown, placing the ship at risk and liable in the event of equipment failure.

From the beginning, scrubber technology has been considered the panacea for air emissions. It becomes clear that this option is not without drawbacks. However, with the soon-to-be implemented regulations requiring the use of 0.5% sulphur fuel worldwide from 2020, it might be a dead heat when looking at the total impact on the environment.

Another alternative?

When data for the original ECAs was compiled, “hull speed” (design speed) was used as the benchmark for consumption and emissions. Aboard my former ship, consumption at hull speed was around 150 tons of HFO per day. With the price of fuel increasing so quickly over the past five years, ship operators have been conducting experiments with slow speed steaming. What typically was a five-ship service was increased to a six-ship service, meaning that at the slower speed, six ships provide the same scheduled service as five.

Using the C-Energy Emission Compensation Model (CEECM), a European ECA study reports that it is possible to reduce daily consumption of HFO by one-third, just by proceeding at 2-3 knots less than hull speed. More importantly, emissions decreased along with the reduction in speed. In a study of the health risks associated with nitrous oxide emissions, acidification and eutrophication (the process by which a body of water becomes enriched in dissolved nutrients that stimulate the growth of aquatic plant life, usually resulting in the depletion of dissolved oxygen) were reduced in comparison to the case of a ship proceeding at design speed on distillate, while health risks associated with particulate matter were equal.

Then there is the issue of cost. Using low-sulphur heavy fuel oil is less expensive than using distillate. And let’s not forget the more forgiving nature of HFO versus distillate; ships will have fewer LOPs which could result in a catastrophic allision, collision or grounding.

But until slow steaming is accepted by the IMO as an alternative to fuel switching, masters and chief engineers must remain alert to the possibility of an LOP.

— This article first appeared in the July 2014 edition of Seaways, the Journal of The Nautical Institute.
Board of Trustees Meetings
At the writing of this article, the last meeting of the Board of Trustees for 2014 is scheduled for Sept. 30–Oct. 2. In the next edition of The Master, Mate & Pilot, I plan to summarize the actions taken by the Trustees at this meeting.

Schedule of Meetings in 2015
In 2015, the Trustees are scheduled to meet Jan. 27–29, June 2–4 and Oct. 6–8.

Health & Benefit Plan

Annual Open Enrollment
November and December 2014
At the end of October, the Plan Office will mail a Notice of Open Enrollment to eligible participants under the Plan. The Health & Benefit Plan will have an Open Enrollment which will begin Nov. 1, 2014, and end Dec. 31, 2014, for coverage effective Jan. 1, 2015.

During this Open Enrollment Period, participants can enroll dependents who missed the sixty (60) days’ notification requirement for the addition of a dependent who became eligible for coverage as a result of marriage, the birth of a child, adoption of a child or placement of a child for adoption or under legal guardianship, or loss of other group health plan coverage or health insurance policy coverage under which the dependent was covered when initially offered the opportunity to enroll in the Plan.

Along with the Open Enrollment Notice, the Plan is required to provide you with a Summary of Benefits and Coverage Form (“SBC”). The format of the SBC, including some of the examples, is required by federal law and is only a summary of your Plan of benefits. Therefore, this summary may not describe all the benefits available to you. Please refer to your Summary Plan Description for additional information about your benefits. Please look for this information in your mailbox in early November.

2015-16 Offshore Scholarship Applications
Eligible dependent children of eligible Offshore members and co-pay pensioners in good standing are reminded to request an application for the scholarship program. Applicants must be high school seniors during the 2014-15 school years. Completed applications must be returned to the Plan Office by Nov. 30, 2014. For more information, please contact Madeline Petrelli at the Plan Office at 410-850-8615.

Individual Retirement Account Plan

Changes to the MM&P IRAP and 401(k) Arrangement
The Board of Trustees agreed to add two new investment options to the IRAP and 401(k) Arrangement under the Fidelity and Vanguard programs:

- PIMCO All Asset Fund Institutional Class
- John Hancock Global Absolute Return Strategy R6

Both Fidelity and Vanguard have advised participants of the addition of these new investment options and the effective date on which they will become available. If you have any questions, please contact Fidelity or Vanguard at the phone number and/or website address below.

Fidelity 401(k) Arrangement
The new investment option is available to participants under the 401(k) Arrangement beginning Sept. 30, 2014. If you have any questions or need additional information, please contact Fidelity at 1-866-848-6466. You may also log on to Fidelity Net Benefits at www.fidelity.com/atwork and go to your profile.

Vanguard
The new investment option is available effective Sept. 30, 2014 to participants who have self-directed the investment of their IRAP account. If you have any questions or need additional information, please contact Vanguard at 1-800-523-1188 or log on to your account at Vanguard.com/retirementplans.

Pension Plan

Missing Participants
As a reminder, the Plan has been trying to get in touch with the following participants and has been unable to contact them.
Hide Bailey
J. Henry Kohl
Masters, Mates & Pilots Plans

Sigismund Gordon p
Samuel Hanger p
Pauline Hutchings s
Juanita Johnston s
Javier Riano p
Claude Smith p
Virginia Waters s

p = pensioner
s = survivor

If you know where these individuals have moved, or if you have a phone number, please contact the Pension Plan benefit staff at the Plan Office at 410-850-8625 or 8636.

Adjustable Pension Plan

In late August, the Plan Office mailed to all participants in the plan the first Adjustable Pension Plan Summary Plan Description. If you have any questions or need more information, please feel free to contact the Plan Office benefit advisors.

Website Posting of Summary Plan Descriptions

As a reminder, PDF copies of all Summary Plan Descriptions (SPD) are posted on the Plan’s section of the Union website.

Important Reminders

Please contact an MM&P Health & Benefit Plan advisor if:
- your address has changed;
- you have been legally separated or divorced;
- your spouse is working and is now covered by that employer’s health benefit program.

If you retire and become eligible for Medicare Part B, you should submit to the Plan Office a copy of your Medicare card.

You should notify the Plan Office if:
- you become disabled prior to age 65 and are entitled to Medicare;
- you get injured aboard ship (in this case, please inform the Plan Office of the date and type of injury).

Remember to review your Explanation of Benefits Statements for any unusual charges.

Finally, if you are going to have a surgical procedure, either inpatient or outpatient, ask your surgeon if there will be an assistant surgeon, and if so request a provider who is contracted with CIGNA.

PENSIONERS

Donald Laverdure, shipping out of East Coast ports. He sailed as master for MLL.

Charles W. Malue served as MM&P Representative for the United Inland Group–Great Lakes & Rivers Region.

Richard P. Phillips, shipping out of East Coast ports. He last sailed for Waterman as master of the Green Bay.

John J. Reynolds, shipping out of East Coast ports. He last sailed for American President Lines as master of the APL Coral.

John Reynolds Loftus, shipping out of East Coast ports. He last sailed for Horizon Lines as master of the Horizon Trader.

Joseph W. Young, shipping out of East Coast ports. He last sailed for MLL as second mate aboard the Maersk Memphis.

Stanley Zeigler, shipping out of East Coast ports. He last sailed for Lamont-Doherty Earth Observatory as master of the RV Langseth.
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Fax: 541-267-5256
<table>
<thead>
<tr>
<th>Port Name</th>
<th>President/Master Pilot</th>
<th>Address</th>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crescent River Port Pilots</td>
<td>James &quot;Jimmy&quot; Cramond</td>
<td>8712 Highway 23, Belle Chasse, LA 70037</td>
<td>504-392-8001</td>
<td>504-392-5014</td>
</tr>
<tr>
<td>Galveston-Texas City Pilots</td>
<td>Christos A. Sotirelis</td>
<td>P.O. Box 16110, Galveston, TX 77552</td>
<td>409-740-3347</td>
<td>409-740-3393</td>
</tr>
<tr>
<td>Grays Harbor</td>
<td>Stephen G. Cooke</td>
<td>1104 36th Ave., Ct. N.W., Gig Harbor, WA 98335-7720</td>
<td>253-858-3778</td>
<td></td>
</tr>
<tr>
<td>Hawaii Pilots Association</td>
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<td>Pier 19-Honolulu Harbor, Honolulu, HI 96808</td>
<td>808-532-7233</td>
<td>808-532-7229</td>
</tr>
<tr>
<td>Houston Pilots</td>
<td>Michael A. Morris</td>
<td>203 Deerwood Glen Drive, Deer Park, TX 77536</td>
<td>713-645-9620</td>
<td></td>
</tr>
<tr>
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<td>Michael McGraw</td>
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<td>305-296-5512</td>
<td>305-296-1388</td>
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<tr>
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<td>J. Christopher Brock</td>
<td>P.O. Box 831, Mobile, AL 36601</td>
<td>251-432-2639</td>
<td>251-432-9964</td>
</tr>
<tr>
<td>Northeast Marine Pilots</td>
<td>E. Howard McVay</td>
<td>243 Spring St., Newport, RI 02840</td>
<td>401-847-9050</td>
<td>1-800-274-1216</td>
</tr>
<tr>
<td>Port Everglades Pilots</td>
<td>Andy Edelstein</td>
<td>Port Everglades, FL 33316</td>
<td>954-522-4491</td>
<td></td>
</tr>
<tr>
<td>Puget Sound Pilots</td>
<td>Jonathan Ward</td>
<td>101 Stewart St. - Suite 900, Seattle, WA 98101</td>
<td>206-728-6400</td>
<td>206-448-3405</td>
</tr>
<tr>
<td>Sabine Pilots</td>
<td>Mark D. Taylor</td>
<td>5148 West Pkwy., Groves, TX 77619</td>
<td>409-722-1141</td>
<td>409-962-9223</td>
</tr>
<tr>
<td>Saint Johns Bar Pilots</td>
<td>Timothy J. McGill</td>
<td>4910 Ocean St., Mayport, FL 32233</td>
<td>904-249-5631</td>
<td>904-249-7523</td>
</tr>
<tr>
<td>San Juan Bay Pilots</td>
<td>P.O. Box 9021034</td>
<td>San Juan, PR 00902-1034</td>
<td>787-722-1166</td>
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</tr>
<tr>
<td>St. Lawrence Seaway Pilots</td>
<td>John R. Boyce</td>
<td>733 E. Broadway, Cape Vincent, NY 13618</td>
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<td>315-654-4491</td>
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<tr>
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<td>Peter McIsaac</td>
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<td>415-982-4721</td>
</tr>
<tr>
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<td>Peter Rooss</td>
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<td>718-447-1582</td>
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<tr>
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<td>William T. Browne, Jr.</td>
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It is with great sorrow that MITAGS shares news of the loss of two long-time employees and friends.

Kenny Ballengee
October 18, 1960 - August 10, 2014

Accounts Receivable, MITAGS-PMI-CCMIT

Since coming aboard in January 2006, Ken was an unassuming yet ever present strength in the MITAGS Accounting Department. Fellow MM&P brothers and sisters knew him as “Ken the travel guy,” and could count on him to be honest and fair with their claims. He was meticulous in his work and gracious with his time if anyone was in need of help.

Ken was a self-proclaimed geek who admitted to spending much of his free time in front of his computer. He was a fan of Pink Floyd, Lynyrd Skynyrd and the Big Bang Theory, and enjoyed sharing stories and pictures of his family’s Husky puppy.

He is survived by his son Kevin and daughter Amanda.

Barbara Jean Kicklighter
January 29, 1954 - August 26, 2014

Housekeeping Supervisor, My Cleaning Service

Since 2004, Barbara was a familiar face in the corridors of MITAGS. Behind the scenes, she was well respected by her coworkers and the MM&P My Cleaning staff whom she supervised. She was always dependable, never refusing to work on her days off if needed (even during Baltimore blizzards) to ensure each guest was welcomed by a spotless room.

Barbara hosted large family dinners at home weekly, but also liked dining out. She enjoyed taking family cruises, and putting puzzles together with her nieces.

Her son Keith and two daughters, Melissa and Kimberly, blessed her with seven grandchildren, who were the focus of much of her free time. She leaves behind Keith, her husband of 32 years.
Clayton Adams, 79, June 22. A pensioner since 2002 and a resident of Oviedo, Fla., he last sailed for United States Lines as chief mate aboard the SS American Chief. He enjoyed golf, working with wood, and building. His wife Marie, son Michael, son-in-law Jason, daughter Sherry, and grandchildren survive him.

Archie Bergstresser, 86, June 29. A pensioner since 1984 and a resident of McConnellsburg, Pa., he last sailed for Puerto Rico Marine Management as third mate aboard the Baymon. He was a member of Fairview United Methodist Church, Harrisonville. He loved spending time with his family and friends. His long-time friend Lois, sisters Jean and Joan, brothers Clifford and Neil, sister-in-law Betty, and nephews and nieces survive him.

Clarence Bohannan, 88, July 6. A pensioner since 1987 and a resident of Smartsville, Calif., he last sailed for American President Lines as third mate aboard the SS American Puritan.

James Brazil, 91, July 8. A pensioner since 1994 and a resident of Mobile, Ala., he last sailed for Lykes Brothers as third mate aboard the SS Velma Lykes.

Leonard Culp, 85, Jan. 18. A pensioner since 1985 and a resident of Canyon Lake, Texas, he last sailed for American President Lines as second mate aboard the SFL Yukon. He was an avid deer hunter and woodworker. His daughters Ramona and Cheryl survive him.

Leonard Curran, 86, June 30. A pensioner since 1985 and a resident of Kountze, Texas, he last sailed for Lykes Brothers Steamship Company as second mate aboard the SS Sheldon Lykes. His daughter Janis, granddaughters Stacy and Jennifer, and four great-grandchildren survive him.

Florin Dente, 90, June 25. A pensioner since 1984 and a resident of Ridgefield, Wash., he last sailed for Matson Navigation as third mate aboard the SS Manulani.

Peter Dever, 76, July 6. A pensioner since 1993 and a resident of Largo, Fla., he last sailed for Sealand Services as chief mate aboard the MV Newark Bay.

Howard Edwards, 88, June 14. A pensioner since 1987 and a resident of Gulfport, Miss., he last sailed for Lykes Brothers Steamship Company as second mate aboard the MV Sheldon Lykes.

Carl Enstrom, 90, July 9. A pensioner since 1989 and a resident of Oakland, Calif., he last sailed for American President Lines as third mate aboard the SS President Pierce. He grew up at sea, sailing during summer vacations with his father, who was also a ship’s master. His first trip was on the SS Cadaretta in 1947. He was a long-time master with Pope & Talbot Lines and American Foreign Steamship. He enjoyed his family, furniture-making, reading, and listening to the radio. His wife Orla, sons Eric and Bjorn, brother Bertil, grandchildren and great-grandchildren survive him.

Charles Gaines, 91, July 14. A pensioner since 1993 and a resident of Kissimmee, Fla., he last sailed as third mate aboard the SS Economy.


Jens Linga, 92, Jan. 24. A resident of Hatlestrand, Norway, he last sailed for Puerto Rico Marine Management as master of the SS San Juan.
Joseph Licinit, 86, April 18. A pensioner since 1969 and a resident of Lima, Pa., he last sailed for Marine Carriers as third mate aboard the SS Commander.

Jack Maroni, 87, June 9. A pensioner since 1998 and a resident of Palm Desert, Calif., he last sailed for Marine Transport Lines as third mate aboard the Cossatot.

Louis Midgett, 88, April 23. A pensioner since 1984 and a resident of Oregon City, Ore., he last sailed for American President Lines as third mate aboard the SS President Roosevelt.

Steven Nasisse, 62, July 15. A pensioner since 2002 and a resident of St. Augustine, Fla., he last sailed for CSX Lines as chief mate aboard the CSX Challenger. He enjoyed cooking, camping, gardening, and golfing. His daughter Ellie and son Lucian survive him.

Harry Nelson, 91, May 22. A pensioner since 1985 and a resident of Glendale, Calif., he last sailed for Sealand Services as third mate aboard the MV Sealand Mariner.

Carlos Paez, 95, May 5. A pensioner since 1985 and a resident of Brookfield, Conn., he last sailed for Delta Lines as chief mate aboard the SS Santa Elena. He enjoyed reading, science, philosophy and psychology. His wife Elizabeth, son Harold, daughter-in-law Patricia, and three grandchildren survive him.

Walter Peterson, 91, April 23. A pensioner since 1984 and a resident of Duluth, Minn., he last sailed as second mate for U.S Great Lakes Fleet.

Otis Phelps, 86, June 23. A pensioner since 1993 and a resident of San Francisco, Calif., he last sailed for Matson Navigation as chief mate aboard the SS Kauai. He enjoyed travel and politics. His daughters Janet and Jaime, grandchildren and great-grandchildren survive him.


Carl S. Randles, 89, April 19. A pensioner since 1984 and a resident of Kenner, La., he last sailed for Delta Lines as master of the SS Del Rio. He was an avid golfer and played four to five times a week. His sons Scott and Steve survive him.

Peter Richiusa, 91, May 22. A pensioner since 1983 and a resident of Palermo, Italy, he last sailed for Prudential Lines as third mate aboard the SS Lash Atlantico. He enjoyed gardening. He is survived by Giacomo Marra Damiana.

William Sheridan, 90, July 14. A pensioner since 1993 and a resident of Clinton, Conn., he last sailed for United States Lines as chief mate aboard the American New Jersey.


Charles Spriggs, 81, July 9. A pensioner since 1989 and a resident of Hanoverton, Ohio, he last sailed as a pilot for Mon River Towing.

Nicholas Telesmanic, 91, Nov. 3. A pensioner since 1966 and a resident of Basking Ridge, N.J., he last sailed for Moore McCormack Lines as master of the SS Mormacpride.

Glenn Viettone, 89, May 4. A pensioner since 1986 and a resident of San Luis Obispo, Calif., he last sailed for Prudential as third mate aboard the SS Santa Juana. He joined the Navy at the age of 17 and traveled the world for 30 years as a member of the American Merchant Marine. After retiring he became a pilot. His wife Lillie, son Michael, daughters Patricia, Marlene, and Cathleen, son-in-laws, grandchildren and great-grandchildren survive him.

Harry Walton, 87, April 26. A pensioner since 1986 and a resident of Alameda, Calif., he last sailed for American President Lines as master of the SS President Tyler.

In the following pages, MM&P salutes the union members, pensioners and employees who are making our voice heard in Washington, D.C.

**Commodores’ Club ($500 or more)**

- Larry D. Aasheim
- Janato A. Aesten
- Robert C. Beauregard
- Thomas E. Bell
- Theodore E. Bernhard
- David H. Bernhard
- James P. Brennan
- Ronald Bruste
- Timothy A. Brown
- Scott Adams
- Walter K. Allison
- John E. Antonucci
- Bruce M. Badger
- Thomas A. Bogan
- Evon B. Barbis
- John E. Belcourt
- Geoffrey Bird
- James K. Boak, IV
- Steven G. Booth
- Philip A. Brady, III
- Douglas R. Buchanan
- Robert B. Burke
- Bert D. Burris
- In Memory of Charlie Burris
- Joseph A. Byrne
- Todd J. Campbell
- William R. Carr
- Konstantinos Catrakis
- Hao C. Cheung
- Nicholas A. Christian
- Bent L. Christiansen
- Timothy D. Clearwater
- Paul E. Coan
- Anthony Colla
- Dean R. Colver
- Vincent J. Cox
- Matthew C. Craven
- David W. Crawford
- Samuel J. Crawford
- Thomas W. Crawford
- James M. Cunningham
- Ronald T. Degrazia
- Bernard J. Diggins
- Sean M. Doran
- Dorothy Dunn
- In Memory of Darrell Dunn

**Captains’ Club (between $250 and $499)**

- Benjamin J. Ellison
- William J. Esselstrom
- Malvina A. Ewars
- In Memory of Franklin Ewars
- Elisa A. Finan
- Keith W. Finnett
- Gary Cameron Ford
- Ryan K. Foster
- James E. Franklin
- William W. Fransen
- Jan M. Fraser
- Eric R. Furnholm
- Kenneth N. Gaito
- Patrick N. Glenn
- David Gommo
- William H. Good, Jr.
- In Memory of William Good, Sr.
- Bradford D. Goodwin
- John A. Gorman
- Edward Gras
- Mary E. Grimshaw
- Robert Groh
- Frank M. Gruninger
- Dianna L. Hand
- Samuel A. Hanger
- Michael K. Hargrave
- Samuel W. Hartshorn, Jr.
- Charles E. Hendricks
- Christopher S. Hendriksen
- Michael C. Herg"i
- Andrew W. Hetz
- Alan G. Hinshaw
- Roland E. Hobson
- Jeremy R. Hope
- David H. Hudson
- William H. Inken
- Lawrence E. Ingraham
- John P. Jablonski
- Thomas P. Jacobson
- Joseph Jimenez
- Christian Johnsen
- James J. Kelleher, Jr.
- Hugo W. Kenyon
- Clyde W. Kernohan, Jr.
- Robert T. Kimball
- Richard J. Klein
- Christopher E. Kluck
- Henry C. Knox-Dick
- James E. Kehoe
- George W. Kocik, Jr.
- Richard W. Laroque
- John E. Larson
- Roch E. Lavault
- Donald D. Leavitt
- David A. Leech
- John T. Lutey
- William C. Mack
- Thomas P. MacKay, Jr.
- Richard Madden
- Edward T. Markuske
- Brett J. Marquis
- Donald U. Marshall, Jr.
- Daniel J. Martin
- Jerry E. Mattorica
- Thomas C. McCarthy
- Charles L. McConomy
- Ann Marie McCallough
- Daniel E. Megenzi
- Sean T. McNeece
- Francisco Medal
- Andrew J. Merrill
- Steven R. Moneymaker
- John M. Morehouse
- Jaime Morlett
- Keith Morton
- Paul A. Mosops
- Brian A. Mossman
- Philip D. Mouton
- Dwight Moyer
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- Rick Petrussak
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- Scott B. Reed
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- Robert H. Schilling
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- Daniel S. Shelton
- Travis A. Shirley
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- Szvoritar Sinkewich
- Gerald V. Smeek
- Michael D. Smith
- Wade Spaulding
- Robert R. Spencer
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- Richard C. Stephens
- Einar W. Strom
- Tore Stromme
- David A. Sulin
- Stacey W. Sullivan
- Jason Talb
- Richard N. Thomas
- Adam Torres
- Lee Townsend
- Joe Mark Tuck
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