MM&P Gains APL Ship

Cargo Preference Slashed: Maritime Jobs at Risk

WSF Wenatchee Rescues Passenger in Puget Sound

Horizon Reliance Saves Yachtsman
The Navy Jack is a symbol of resistance that dates back to the American Revolution. In accordance with a resolution made by the delegates to the 75th Convention of the International Organization of Masters, Mates & Pilots, every issue of The Master, Mate & Pilot includes a photograph of the historic flag.
Licensed Deck Officers
Aboard APL MV Cyprine Now MM&P!

Following a successful turnover operation which took place in New York on July 2, MM&P licensed deck officers are in the wheelhouse of the American President Lines (APL) vessel MV Cyprine. “The turnover was done to the highest professional standards,” said the MM&P Atlantic Ports Vice President.

The two-phase operation, which began with a pre-turnover meeting on Sunday, was carried out by Capt. Douglas Helmer, Chief Mate Brian Arthur, Second Mate Joseph Perry, Third Mate “Cole” Newman and PROs Joe Ahlstrom and Kyle Grant.

APL is replacing its four U.S.-flag C-10 Class vessels with four newer S-12 Class vessels as part of its Maritime Security Program (MSP) fleet. Two of the four S-12 Class vessels were under contract with the American Maritime Officers. These vessels, the MV Cyprine and the MV Pearl, are joining the MV Agate and the MV Coral under MM&P contract.

Although the C-10 Class ships—MV President Adams, MV President Jackson, MV President Polk and MV President Truman—will be leaving the MSP program, they are slated to remain in U.S.-flag operation under the terms of the MM&P-APL collective bargaining agreement for non-MSP vessels. These developments have resulted in a net gain of two ships under contract.

(Note: Second Mate Joseph Perry, who also participated in the turnover, does not appear in the photos.)
MM&P Members in Hawaii Speak Out in Defense of Jones Act

MM&P member Louis Mendez and MM&P Honolulu Port Representative Randy Swindell picked up pen and paper in May to correct yet another example of the misinformation that is frequently published about the Jones Act: an opinion piece in the Honolulu Star Advertiser entitled, “Natural gas is cheap, but Jones Act rules it out for Hawaii.”

“Attacking the Jones Act in this context is a red herring,” wrote Swindell in a letter to the editor which was published in the paper on May 6. “The Jones Act is not even applicable in this case,” agreed Mendez in his own letter, which was published the following day. “Hawaii doesn’t have the terminals, technical facilities or infrastructure to even handle shipments of LNG.”

“The Jones Act has provided Hawaii consumers with a stable and reliable supply of goods and decent paying jobs since 1920,” Mendez wrote. “It’s been supported by every president since Woodrow Wilson, including Ronald Reagan and Barack Obama. Generals like Colin Powell and Norman Schwarzkopf have voiced their support for it as being vital to supply our armed forces in time of war and peace,” he added.

MM&P Members in Puerto Rico Use Media to Mount Jones Act Defense

Politicians in Puerto Rico continue to seek campaign traction by attacking the Jones Act, but members of America’s maritime unions have taken to the airwaves in its defense. MM&P Puerto Rico Representative Eduardo Iglesias appeared recently in a televised news report. Iglesias refuted claims by local politician Rafael Cox Alomar, who had called for repeal of the Jones Act as part of his campaign to become Puerto Rico’s next resident commissioner. The resident commissioner is a non-voting member of the U.S. House of Representatives who represents Puerto Rico in Congress.

“Repealing the Jones Act would eliminate thousands of family-supporting jobs in Puerto Rico,” Iglesias told Cox Alomar during a televised press conference. “It would take money out of Puerto Rico’s economy and direct it into the pockets of foreign-flag shippers and non-U.S. companies.”

Following the news coverage, Cox Alomar met with Iglesias and other members of the U.S. Maritime Alliance for several hours on June 16.

Note: To support our industry, every MM&P member is encouraged to speak out in defense of the Jones Act and to contribute to the MM&P Political Contribution Fund. Please go to https://secure.bridgedeck.org/PCFLogin.asp to make your contribution today.

“Uphold the Jones Act,” Defense Experts in Congress Say

“It is critical that the Administration ensure that U.S. vessels and U.S. seafarers are fully utilized before granting any Jones Act waivers,” Congressman Buck McKeon (R-Calif.) and Adam Smith (D-Calif.), have told the Secretaries of Defense, Transportation, Homeland Security and Energy. McKeon is the chairman of the House Armed Services Committee and Smith is the committee’s ranking member.

“We urge the Administration to take all steps necessary to ensure that Jones Act vessels are used in the future and that the transportation of goods, including petroleum products, is in compliance with our nation’s cabotage laws.”

McKeon and Smith made the remarks in a letter to the four Cabinet Secretaries. Their action was in response to the Administration’s decision last year to grant Jones Act waivers to foreign vessels for the carriage of oil from the strategic petroleum reserve. The House Armed Services Committee has primary Congressional jurisdiction and oversight responsibility for the Jones Act.

“The Jones Act supports our industrial base and maintains a national maritime infrastructure that helps to ensure there will be ample U.S. sealift capacity to defend our nation,” the two Congressional leaders said. “As Members of the House Armed Services Committee, we recognize the importance of the Jones Act and its invaluable contribution to our nation’s security, which is why we are concerned about any efforts to weaken the law.”

Rep. Rick Larsen, ranking Democrat on the Subcommittee on Coast Guard and Maritime Transportation, recommended an oversight hearing on how the Administration plans to protect American jobs if the SPR is tapped.

Rep. Jeff Landry and 14 of his colleagues called on Homeland Security Secretary Janet Napolitano to make “a strong statement in support of the Jones Act.” Joining Landry in making the appeal were Reps. Tim Bishop (N.Y.), Bill Cassidy (La.), Elijah Cummings (Md.), Colleen Hanabusa (Hawaii), Mazie Hirono (Hawaii), Rick Larsen (Wash.), Frank LoBiondo (N.J.), Ed Markey (Mass.), Steve Palazzo (Miss.), Nick Rahall (W.Va.), Steve Scalise (La.), Adam Smith (Wash.), Steve Southerland (Fla.) and Don Young (Alaska).
Washington State Ferry *Wenatchee* in Dramatic Rescue in Puget Sound

The crew of Washington State Ferry *Wenatchee* rescued a woman who had either jumped or fallen overboard into the cold waters of Puget Sound on the night of May 26. The story began around 9:00 p.m., shortly after the vessel had departed Seattle en route to Bainbridge Island, when *Wenatchee* Master Steve Hopkins and Mate Dan Twohig were alerted that a passenger had seen a person go into the water.

The alarm was sounded. Hopkins ordered "full astern" and the crew threw life rings over the side to mark the position at which the incident had been reported. In the operating wheelhouse, MM&P member Vic Lotorto initiated a "crash stop," fully reversing both propellers, and pushed the "Man Overboard" button on the radar to create an electronic data point for the search.

The deck crew and the engineers prepared the rescue boat for launch while the cabin crew readied first aid response and conducted crowd control. Two other WSF ferries, *MV Tacoma* and *MV Yakima*, diverted from their scheduled runs to assist. At WSF Headquarters, Operations Watch Supervisor Scott Braymer, also a member of MM&P, began coordinating shore-side response.

At 9:25 p.m., a person was spotted in the water and the order was given to launch the rescue boat. Twohig directed the passengers on deck to keep their eyes on the person as he called directions to crewmembers Karen Galegher and Charles Mares in the rescue boat. Galegher maneuvered the rescue boat alongside the woman and then together, she and Mares slipped the rescue collar around her and pulled her in.

Back on board the ferry, the victim was examined by a doctor who determined that she was suffering both the trauma of a 40-foot plunge from the upper observation deck and hypothermia from having spent 15 minutes in the 45-50 degree water. He directed that she be transported from Bainbridge Island via life-flight helicopter to Harborview Medical Center.

"The ferry crew did a great job," said Bainbridge Island Assistant Fire Chief Luke Carpenter, who had also been traveling as a passenger aboard *Wenatchee*. When the ferry arrived at the dock at 9:46 p.m., the crew was greeted by the sound of hundreds of cheering passengers.

"Congratulations to the entire crew of the *Wenatchee*," said the MM&P United Inland Group Vice President. "This was an outstanding rescue that saved a life."

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Final MSC Dry Cargo/Ammunition Ship Christened in San Diego

Military Sealift Command ship *USNS Cesar Chavez* (T-AKE 14) was christened earlier this month in a ceremony at the General Dynamics NASSCO shipyard in San Diego. The 689-foot *Chavez* continues the Lewis and Clark-class tradition of honoring legendary pioneers and explorers, in this case Cesar Chavez, the American farm worker, labor leader and civil rights activist who co-founded the National Farm Workers Association, which later became the United Farm Workers.

*Chavez*, the 14th and final dry cargo/ammunition ship, is slated for use by MSC's Combat Logistics Force, which delivers ammunition, food, fuel and other supplies to U.S. and allied ships at sea. Two T-AKEs are being assigned to MSC's maritime prepositioning ship squadrons, which are deployed to strategic locations worldwide, carrying U.S. Marine Corps cargo ready for rapid delivery to marines ashore.

Civil service mariners who belong to the MM&P Federal Employees Membership Group serve aboard all the T-AKE ships.

"Being the first master of this ship is a real honor for me," said MM&P member Capt. Keith Walzak, *Chavez*'s civil service master. "I'm excited to lead this great crew and to follow in the footsteps of the example set by a great leader, Cesar Chavez."

*USNS Chavez* is scheduled to be delivered to MSC in November.
Horizon Reliance Crew Rescues Critically Ill Sailor

Horizon Reliance and the highly trained union members who crew her are in the news again. Just months after coming to the aid of a family adrift in the Pacific, the Horizon Reliance was called into action again on June 11. This time the victim was an 82-year-old man who had suffered a stroke aboard a sailboat about 1,100 miles from Oahu. The Coast Guard identified Reliance through the Amver system as the closest vessel to the scene. MM&P members aboard the ship at the time were Master Barry V. Costanzi, Chief Mate Steven M. Itson, Second Mate Paul J. Grepo and Third Mate Jack K. Walker.

Once alongside the sailboat Galivant, the crew first planned to lower the port lifeboat to the water’s edge without launching and have the sailboat, under power, come alongside to transfer the patient and bring him aboard using the lifeboat falls. This plan was aborted when the wind shifted and the seas became too rough. Plan B was to use the Stokes litter and the stores crane. This plan was also scrapped because of the sailboat’s motion and the concern that the litter would get caught in its rigging.

Plan C was the accommodation ladder, which Chief Engineer Sean Stevens and Bosun Quy Taylor used to reach the man and carry him up to the safety of the main deck.

"Everyone on board was simply living up to the long-standing traditions of the sea and our union heritage," Costanzi said.

"The man was dead weight," Itson said. "These guys showed bravery and seamanship in the time-old tradition of rendering assistance at sea. It's an honor to sail with them." Once the patient, Robert Bourdon, was on the main deck, Itson began administering oxygen.

"The entire crew performed admirably, especially Sean Stevens and Quy Taylor, who are real heroes," Costanzi said. "My hat is also off to the bravery of the two men who were lowered in the lifeboat. There was an excellent air of cooperation and teamwork during the rescue and in the ensuing 2 ½ days of 24-hour a day medical care for the patient."

"Everyone on board was simply living up to the long-standing traditions of the sea and our union heritage," Costanzi said. "We are fortunate it went well with no injuries and no other rescues resulting."

President Obama Signs Ex-Im Bank Reauthorization Bill

In a major victory for U.S. manufacturers, America’s maritime industry and American workers, Congress approved and President Obama has signed legislation reauthorizing the Export-Import Bank of the United States until May 2015 and increasing its lending ceiling from $100 billion to $140 billion.

The bank provides financing to encourage the purchase of U.S. manufactured products for export. A portion of the products financed by the Export-Import Bank must be transported to their overseas destination by privately owned U.S.-flag commercial vessels, providing an important source of cargo for the U.S.-flag fleet.
“Criminalization” of Mariners Is Worrying Trend

Twenty-four percent of ship masters have faced criminal charges for incidents involving their work, according to a survey conducted by Seafarers’ Rights International (SRI), a legal research group.

The results were reported in the most recent edition of Nautilus Telegraph, the magazine of the UK-Dutch officers’ union. “That’s almost one in four, and it’s probably one of the highest rates of criminalization in any profession,” Nautilus says. SRI based its findings on a survey of almost 3,500 seafarers of 68 nationalities.

“Criminalization of the maritime profession is not just an incidental issue, as evidenced by these survey results,” Nautilus points out. “It is a problem on an immense scale throughout the world, and it is on the rise.”

Eighty percent of seafarers who faced criminal charges said they had been intimidated or threatened. Overall, more than four out of five seafarers who faced criminal charges said they felt that they had not been treated fairly.

SRI conducted additional research to put the results into perspective, reviewing the reports of all criminal charges against professional mariners as published in Lloyd’s List, TradeWinds and Fairplay for the 12-year period from 2000 to 2011. The analysis showed that the criminalization trend is on the rise. There were 415 reports of “crimes” involving 1,580 seafarers during this period. The number of incidents deemed by authorities to be “crimes,” as well as the number of seafarers detained, increased every year during the period surveyed.

Nautilus is calling on world governments to take action. “We hope that the results of this survey will provide momentum for increased efforts to ensure fair treatment of seafarers, whether innocent or guilty of a criminal charge,” said SRI Executive Director Deirdre Fitzpatrick, “and that from this survey, the faces and voices of the seafarers will be seen clearly and heard loudly.” – Article by Ashley Morrow, MM&P Communications Department

The number of incidents deemed by authorities to be “crimes,” as well as the number of seafarers detained, increased every year during the period surveyed.

Among unlicensed seafarers, almost 10 percent said they had faced criminal charges related to their jobs. Of that number, 90 percent reported that they had not been provided with legal representation by the authorities. Ninety-one percent said they had not been given needed interpretation services. What’s more, 89 percent of the original 10 percent said that no one had explained their rights to them, which might explain why 46 percent said they would be reluctant to cooperate with law enforcement officials in the future for fear of self-incrimination.

Labor Solidarity on Hyatt Regency Picket Line

Workers at the Hyatt Regency in downtown Baltimore are picketing for the right to join a union. Currently, Hyatt workers are paid only about half what workers at other big hotels in the city are paid. MM&P’s Lars Turner and MEBA’s Baltimore Representative Steve Jablonski found each other on the picket lines in a crowd of about 200 other supporters in June.
Outstanding Maritime School Grads Receive MM&P Award

MM&P is pleased to recognize the achievements of several outstanding maritime academy graduates this year, among them Christopher A. Bonatucci and Drew Margerison. Both are associate members of MM&P who received the “Good Shipmate Award” in recognition of their excellent academic performance and having earned the respect of faculty and peers.

New TWIC Option Aims to Save Time and Money

The Transportation Security Administration (TSA) will offer people who hold a Transportation Worker Identification Credential (TWIC) the option of replacing their expiring card with a new one that costs $60 instead of $129.75, requires only one trip to an enrollment center and expires in three years instead of five.

The new option, to be called an extended expiration date (EED) TWIC, entails only one visit to an enrollment center because cardholders can start the renewal process over the telephone. The EED TWIC will be offered starting Aug. 30.

Only U.S. citizens and nationals with a TWIC that expires on or before Dec. 31, 2014, are eligible. They can either replace their expiring TWIC with an EED TWIC or get a standard five-year replacement.

TSA says the EED TWIC is a one-time temporary extension option intended to provide convenience and cost-savings. People who want to apply for an EED TWIC can start the process by calling the help desk at 1-866-347-8942, Mon–Fri, 8AM to 10PM Eastern Time.

When the EED TWIC arrives at the enrollment center, the individual will be notified for pick up and activation. The original TWIC must be turned in when the EED TWIC is picked up.

The standard renewal process for a five-year TWIC requires an initial trip for a photograph, fingerprints and document review, as well as a second trip to pick-up and activate the card. TSA advises all TWIC holders to begin the application process at least 30 days before their current card expires.

Permanent Promotions for All MSC Medical Services Officers

There's good news for Medical Services Officers (MSOs) represented by MM&P. As a result of negotiations between the union and Military Sealift Command (MSC), permanent pay raises for all MSOs took effect on June 17.

“MM&P and MSC officials have been working to effect positive change for the Command and MSOs,” said MM&P Government Fleet Representative Randi Ciszewski. “MSC has agreed to MM&P’s proposal that MSO billets in the CIVMAR fleet be paid at the 902 level, consistent with MSC’s long-standing past practice. This will raise the permanent rate of MSOs to level 902.”

“While MSC works to carry out the personnel actions necessary to implement permanent promotions, we wanted to share the positive news that has emerged from this highly productive labor-management partnership,” Ciszewski said.

“MM&P appreciates the common-sense and cooperative attitude of MSC throughout our involvement with the MSOs,” said the MM&P International Secretary-Treasurer. “The patience and cohesion of our MSO dues-paying members, as well as the diligence of Randi Ciszewski and her MSC counterparts in working out this agreement, bode well for the future.”
Horizon Lines announced in June that Sam Woodward, an expert in transportation and logistics management, is the company’s new president and chief executive officer. Woodward succeeds Stephen H. Fraser, who had served as Horizon Lines president and CEO on an interim basis since March 2011.

In a personal call to the leadership of MM&P, Woodward said he seeks a “fair and equitable collaborative relationship” with labor and discussed his extensive experience working with unions. He said that his goal is to “focus on the business of the business and concentrate on the relentless pursuit of quality operations.”

Outgoing CEO Stephen Fraser, who also participated in the conference call, expressed his gratitude to the members of MM&P and the other seagoing unions for their sacrifices and for their successful efforts to help see the company through a difficult period.

“Stephen Fraser’s efforts brought Horizon Lines back from the brink and his contributions cannot be overstated,” said the MM&P International President. “We wish him a fond farewell while we welcome Sam Woodward aboard. MM&P members will stand with him, upholding the highest standards of professionalism, as Horizon Lines meets the challenges ahead.”

“Sam is known for his leadership abilities as a business strategist focused on operational transformation and excellence,” said Jeffrey A. Brodsky, chairman of the Horizon Lines Board of Directors. “He has a strong track record of success in a career that has spanned multiple companies over more than 30 years.”

Woodward joins Horizon Lines from Traffic Tech Inc., an international freight forwarder, where he held several executive leadership roles. He also served as a managing director of investment bank Bengur Bryan & Co. and as chairman, president and CEO of Gemini Air Cargo.

USNS Spearhead, the first of the Navy’s joint high-speed vessels (JHSV), successfully completed sea trials in April. Military Sealift Command (MSC) will own and operate Spearhead and the nine other JHVSs that are under contract to be built for the Navy. Spearhead will be crewed by 22 civil service mariners working for MSC who will operate, navigate and maintain the vessel.

The 338-foot-long aluminum catamarans are designed for rapid intra-theater transport of troops and military equipment. They are designed to be fast, flexible and maneuverable, even in shallow waters, making them ideal for transporting troops and equipment quickly within a theater of operations.

“Flexibility may be the best attribute of this ship,” said MM&P member Capt. Douglas D. Casavant Jr., Spearhead’s civil service master. “Our 20,000-square-foot mission bay area can be reconfigured to quickly adapt to whatever mission we are tasked with, for instance carrying containerized portable hospitals to support disaster relief or transporting tanks and troops.”

Spearhead will be based in Little Creek, Va., and is expected to begin conducting missions for the Navy in the first quarter of fiscal year 2013.
MM&P Shows Its Support for Mufi Hannemann

Maritime unions have united in support of Mufi Hannemann’s bid to represent Hawaii in Congress. Hannemann, the former mayor of Honolulu, is running to represent Hawaii Congressional District 2. A consistent advocate of economic development, he is credited with playing a pivotal role in averting the closure of the Pearl Harbor Naval Shipyard; greatly expanding public-private partnerships with business and community organizations; and revitalizing Honolulu’s Chinatown as an arts and culture district.
Mazie Hirono for Senate!

Members of the Hawaii Ports Maritime Council, including MM&P Honolulu Representative Randy Swindell, came out in force for Congresswoman Mazie Hirono, who is facing a tough primary fight and general election campaign in the race to succeed retiring Sen. Daniel Akaka. Hirono’s opponent in the Democratic primary has publicly called for repeal of the Jones Act, which protects the jobs of America’s merchant mariners, including members of MM&P.

MM&P Member Continues Vigil at Valparaíso’s “Forgotten Graves”

The graves of nearly 60 men and boys who died in action aboard USS Essex in the War of 1812 have been honored by the U.S. government for the sixth straight year thanks to the efforts of MM&P member and U.S. Navy veteran Bert Haney.

The men were killed in a battle off Punta Angeles. The headstone that recalls their sacrifice is adjacent to the grave of an apprentice seaman aboard the American merchantman Pensicola who died in Valparaíso in the 1880s. Haney visits the graves on July 4 and on the anniversary of the battle to post U.S. flags, and he encourages U.S. naval and embassy personnel in Chile to do the same. This year, Haney’s wife Aurora Analoo Olmo represented the family at the ceremony on her own since Haney himself was at sea.

Sealand Mercury Hosts A. P. Moeller Maersk Board

MM&P members aboard Sealand Mercury welcomed a group of high profile visitors while the vessel was docked in the port of Rotterdam in the Netherlands: members of the A. P. Moeller Maersk Board of Directors toured the vessel, talked with officers and crewmembers and posed for photos wearing Sealand Mercury t-shirts.

Members of the board split up into two groups to tour the ship. Each group spent 15 minutes on the bridge and 15 minutes in the engine room. Sealand Mercury Master Darren W. Collins addressed the members of the Maersk Board while they toured the ship’s bridge.

In the engine room, Chief Engineer David Harms introduced his staff, identified all the equipment in the control room and spoke about the main engine, fuel efficiency and cost savings. The engine room visit ended with a look at the engine room from the upper platform.

Collins offered the guests shirts and coffee mugs with the ship’s logo as souvenirs. Throughout the visit, members of the crew welcomed the guests, providing information and assistance on the gangway and with the elevators. Details of the visit were reported on the front page of a recent edition of MLL’s in-house newsletter “Quality Gram.”
New Online Map Shows All MM&P Union Halls

The MM&P Information Technology Department has enhanced the “Contact Us” section of www.bridgedeck.org. Now, to view the addresses and phone numbers of all MM&P Offshore and United Inland Group union halls, just go to our new map at http://www.bridgedeck.org/mmp_offices.htm. You will need to disable any pop-up blockers to view the addresses of the halls.

And remember: we are always looking for photos of MM&P members at work, and of MM&P ships, to feature in the union’s publications and on www.bridgedeck.org! Please e-mail your photos and story ideas today to communications@bridgedeck.org.

Maritime Day Commemoration in San Pedro

Congresswoman Janice Hahn joined former MM&P Pacific Ports Vice President Paul Nielsen in San Pedro, Calif., for a ceremony honoring the sacrifices of the country’s merchant mariners. Also in attendance: the current MM&P Pacific Ports Vice President, representatives of the other maritime unions and Los Angeles City Councilmember Joe Buscaino.

NOAA Launches Free “Whale Alert” App

Mariners can now download a new iPad/iPhone app that warns of proximity to areas of high risk of collision with critically endangered North Atlantic right whales along the east coast of the U.S. The free “Whale Alert” app provides a single source for information about right whale management measures and the latest data about right whale detections, all overlaid on NOAA digital charts.

A key feature is a display linking near real-time acoustic buoys that listen for right whale calls to an iPad or iPhone on a ship’s bridge showing the whale’s presence to captains transiting the shipping lanes in and around Stellwagen Bank National Marine Sanctuary.

North Atlantic right whales, which live along North America’s east coast from Nova Scotia to Florida, are one of the world’s rarest large animals and species on the brink of extinction. Recent estimates put the population of North Atlantic right whales at approximately 350 to 550 animals. Collisions with ships are a leading cause of right whale death.

The link to the listening network is only part of what Whale Alert does. The app uses GPS, Automatic Identification System, Internet and digital nautical chart technologies to alert mariners to NOAA’s right whale conservation measures that are active in their immediate vicinity. NOAA, through its NOAA Fisheries Service, is the U.S. agency with responsibility for protecting and recovering this endangered species.

Whale Alert is a free app that can be downloaded from the App Store. More information on Whale Alert and the groups responsible for its development can be found at http://stellwagen.noaa.gov/protect/whalealert.html
As Senate and House negotiators wrapped up work on surface transportation legislation in July, language was added that guts U.S.-flag cargo preference requirements. This provision reduces the U.S.-flag share of PL 480 Food-for-Peace cargoes from 75 percent to 50 percent, the pre-1985 level.

How it happened

This attack on the cargo preference program and the U.S.-flag merchant marine took place completely outside the rules and procedures that should govern Congressional actions.

There was no discussion about the impact that the reduction in U.S.-flag operations would have on the fleet, on our nation’s economy or on national security.

There was no opportunity for the Congressional Committees that have jurisdiction over the cargo preference statute to consider the proposal or vote on it.

There were no hearings on the proposal. There was no debate. No consideration was given to the fact that a critically important deep sea maritime program was being gutted.

There was no opportunity for the Department of Defense (DOD)—which has consistently supported cargo preference as a means to help maintain a militarily useful U.S.-flag shipping capability—to express its views.

In 2011 Gen. Duncan McNabb, then Commander of U.S. Transportation Command, stated: “The movement of U.S. international food aid has been a major contributor to the cargo we have moved under the cargo preference law that our U.S. commercial sealift industry depends on. Any reductions will have to be offset in other ways to maintain current DOD sealift readiness.”

We are not alone in our outrage at the behind-closed-doors cuts in the cargo preference program. During floor debate on the surface transportation bill, Congressman Nick Rahall of West Virginia, Ranking Democrat on the Transportation and Infrastructure Committee, and Congressman Elijah Cummings (D-Md.) spoke out strongly against the provision. It “has no business in this legislation [and] harms our maritime industry by weakening our cargo preference laws,” Rahall said.

“For if we allow anti-U.S.-flag forces to succeed, then all the American jobs dependent on Jones Act vessels, including those engaged in ferry operations, will be lost to foreign-flag ships.”

Reps. Cummings, Larsen and Rahall are all well aware that the PL 480 Food-for-Peace Program is more than a foreign aid program. It generates significant economic activity within the United States through the production, processing and shipment of agricultural commodities and is responsible for thousands of American jobs.

The shipment of food aid overseas on U.S.-flag vessels is responsible for approximately $520 million in U.S. household earnings and $2 billion in U.S. economic output. About 33,000 Americans are directly employed in the transportation of food aid cargoes from the point of production to those in need overseas.

What we must do

For MM&P and others in our industry, this attack on cargo preference requirements should serve as a call to action. We can no longer assume that a limited number of loyal Congressional supporters of our industry will be able to fend off attacks against U.S.-flag programs and policies and stop the outsourcing of American maritime jobs. We must intensify our efforts in Washington, D.C., and throughout the country to make sure that every U.S. representative and every U.S. senator—regardless

The U.S.-flag merchant marine and America’s maritime workforce deserve better.
of party or ideology—understands our industry’s importance to their own constituents, districts and states.

It is precisely for this reason that MM&P and MEBA were among the first to become active participants in the maritime grassroots campaign. It is also worth noting that the first three members of Congress to speak out against the onerous cargo preference provision in the transportation bill—Reps. Elijah Cummings, Rick Larsen and Nick Rahall—are all involved in the maritime grassroots campaign.

The premise behind the maritime grassroots campaign is simple: the more that members of Congress know about our industry and how important it is to their constituents and to the United States, the more they understand that the programs and policies that support the U.S.-flag merchant marine should be fully funded and implemented.

**Join a maritime advisory committee in your district**

The maritime advisory committees include MM&P members, retirees, staff and officials. Through meetings held on the home front, the committees are working to ensure that members of Congress realize that U.S.-flag vessels and their U.S. citizen crews guarantee that American troops receive the supplies and equipment they need to do their job in behalf of our nation, sailing into harm’s way whenever and wherever necessary.

The committees will also ensure that members of Congress realize that our economy is at great risk if we lose our U.S.-flag shipping capability and become totally dependent on foreign-flag-of-convenience shipping operations for the carriage of America’s commerce.

If Congress does not act to retain and attract vessels to the U.S.-flag, producers and shippers of U.S. goods will become hostage to foreign shipping interests who can easily dictate the terms and conditions that must be met before they agree to carry U.S. commerce.

This grassroots effort gives us a mechanism with which to interact with our elected representatives and their staffs on a regular basis. The campaign will take time, energy, commitment and money. It will require the involvement of everyone who shares our concern about the future of our industry and depends on the programs and policies important to the U.S.-flag merchant marine. The stronger the participation by companies, unions and associations, the greater will be our success.

**Protect your job and pension: contribute to the PCF**

The other thing that we all can and should do is support the MM&P Political Contribution Fund (PCF). If you work aboard a U.S.-flag vessel—if your job is dependent on the Jones Act, cargo preference or the Maritime Security Program—you owe it to yourself and your family to make a contribution to the MM&P PCF. The stronger the PCF, the greater our ability to support those who support the U.S.-flag merchant marine and to elect and return maritime supporters to Congress.

Unless we dedicate ourselves and our resources to the ongoing effort to protect our jobs and the economic viability of the U.S.-flag merchant marine, those who oppose our industry will win. If they succeed in their effort to repeal the Jones Act, to repeal cargo preference and to end MSP, there will be no way to revitalize our fleet and give American mariners their jobs back.

The PCF is a non-partisan fund that provides financial assistance to candidates regardless of political party, from all parts of the country, and from all ideological persuasions. The PCF does not have a political agenda and does not advance a political agenda. The only thing taken into consideration in deciding whether the PCF should financially support a candidate is the individual’s position on issues of direct importance to the jobs and economic well-being of MM&P members, pensioners, employees and their families.

We owe it to ourselves to make sure that we give our votes and our money to those who at a minimum support the Jones Act, who agree that U.S.-flag vessels should carry government cargoes, who are committed to the expansion, enhancement and funding of the Maritime Security Program, and who will work to ensure that America’s tax laws and trade policies promote the use of U.S.-flag vessels and the employment of American merchant mariners.

Anti-union, anti-U.S.-flag shipping forces in Washington and in the media are engaged in an all-out campaign to weaken us and our industry. If we allow them to succeed, then all the American jobs dependent on the operation of Jones Act vessels, including those engaged in ferry operations, will be lost; the jobs dependent on the carriage of food aid and other U.S. government generated cargoes will be lost; and the jobs dependent on the operation of vessels participating in the Maritime Security Program will be lost.

Don’t stand on the sidelines and pass the buck to your union brothers and sisters. It is time for every member of our union to put his and her job first—and to help those in Washington who are willing, ready and able to fight to protect our jobs. Please go to www.bridgedeck.org to learn more about the PCF.

“The only thing taken into consideration in deciding whether the PCF should financially support a candidate is the individual’s position on issues of direct importance to the jobs and economic well-being of MM&P members, pensioners, employees and their families.”

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**“The only thing taken into consideration in deciding whether the PCF should financially support a candidate is the individual’s position on issues of direct importance to the jobs and economic well-being of MM&P members, pensioners, employees and their families.”**
MITAGS–PMI Named “21st Century Apprenticeship Trailblazer and Innovator”

The U.S. Department of Labor (DOL) has recognized MITAGS–PMI as one of America’s leading apprentice training organizations. “Your program… demonstrates one example of the kinds of innovation and trailblazing efforts that have or will have a significant impact,” the agency said in announcing the award. In honor of this recognition, the MITAGS–PMI Executive Director and Business Development Manager Bob Becker were invited to join Secretary of Labor Hilda L. Solis on Aug. 1 to commemorate the 75th Anniversary of the signing of the National Apprenticeship Act. MITAGS–PMI has also been invited to join DOL’s National Education and Action Summit, which will work to promote the role of apprenticeships in training America’s workforce to meet the needs of the 21st century.

MITAGS Welcomes New Food Service Manager
FLIK International

As part of its continuous improvement process, MITAGS has selected a new food service management company. “FLIK International is a leading provider of dining services to hotel and conference centers throughout the United States,” says the MITAGS Executive Director. “Their menus emphasize healthy diet and life styles. We hope you will enjoy the new menus!”

FLIK is known for fresh, wholesome ingredients, including organic fruits and vegetables and locally sourced produce. “Our fish is fresh, never frozen,” the company’s website says. “If it isn’t in season, you won’t find it on your plate.”

FLIK International, our new food service management company, emphasizes wholesome, seasonal ingredients and sustainability, including organic produce. In June, MM&P’s Eduardo Iglesias (left) welcomed FLIK General Manager Bjorn Verduijn to the MITAGS campus. Iglesias represents the members of MM&P’s United Inland Group who work in the food service department at MITAGS.

Young Maritime Explorers Take the Plunge

Baltimore area high school students are learning water safety and survival skills with help from Argo Marine Research, the Baltimore Police Department and the MITAGS Conference Center (CCMIT). The goal of the “Young Maritime Explorers Program” is to prepare teens to take the U.S. Navy Third Class Swimmer Test, a requirement for receiving a Naval Commission through the U.S. Naval Academy or the U.S. Merchant Marine Academy under the Navy ROTC scholarship program.

CCMIT provides support facilities including classroom, pool with lifeguard and lunch. The students are taught basic water safety and survival swimming skills by Hector Morales, president and general manager of Argo Marine Research, Tom Dettweiler, senior project manager of Odyssey Marine Exploration, and divers from the Baltimore Police Department supervised by Sargent Kurt Roepecke. Each session includes 10-12 students and lasts the entire academic year.
The following is a brief overview of the highlights of the June 2012 Board of Trustees meetings.

**Scholarship Program**

The Trustees ratified the action of the Chairman and the Secretary in approving the six MM&P Offshore Scholarship awards for the year. The winners of this year's scholarships are:

Emily Hewitt – Daughter of Steven Hewitt
Andrea Pelayo – Stepdaughter of Bret Marquis
Matthew Parlon – Son of Gerald Parlon
Carina Mossman – Daughter of Brian Mossman
Thomas Ramsey – Son of Robert Ramsey
Joanna Mitchell – Daughter of Bruce Mitchell

We will profile the winners in an upcoming issue of *The Master, Mate & Pilot*. Under the provisions of the Plan, the Scholarship and Recognition Program in Princeton, N.J., reviews all the applications submitted by sons and daughters of eligible Offshore members and selects the winners and alternates.

**2013–14 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 2012–13 school years. Completed applications must be returned to the Plan Office by Nov. 30, 2012. For more information, please contact Madeline Petrelli at the Plan Office at 410-850-8615.

**Prudential Long-Term Care Insurance**

The Trustees received the Administrator’s report that during the open enrollment period from Feb. 1 through April 30, 35 participants enrolled in this voluntary program. Plan participants who missed the open enrollment period can still enroll but will have to provide evidence of good health satisfactory to Prudential. For more information, please contact Prudential at (800) 732-0416, visit www.prudential.com/gltcweb/mmp or send an e-mail to ltc4me@prudential.com.

**Disability Insurance**

The Trustees received the Administrator’s report that through the Plan’s insurance broker, Lloyd’s of London has offered a voluntary disability insurance benefit program under the Plan that will be paid for by the participant. Under the program a participant will need to submit an application with the insurance broker. If the member is approved by the carrier, the participant may pay for this coverage on a monthly, quarterly or annual basis. To date approximately 40 participants have requested premium quotes from the insurance broker. Any active participant who is interested in this insurance may contact the Plans’ insurance broker Willis for more information. You can contact Angela Mitchell at Willis toll free 800-456-3162 ext. 3032 or 301-692-3032.

**Employee Assistance Program**

Sometimes life’s problems can seem overwhelming. In these cases, the Plan’s Employee Assistance Program may be of help. All eligible participants and their covered dependents can take advantage of the program, which is administered by LifeWorks.

The Employee Assistance Program is a free, confidential service that provides professional consultant and referral services to help people deal with personal or work-related problems. Among them are family and relationship issues, alcohol and drug abuse, stress management, mental health, planning for retirement and financial challenges. Whether you have a simple question or a complex problem, LifeWorks can help. For confidential assistance 24 hours a day, seven days a week, call 1-877-234-5151.

**Important Reminders**

Please contact an MM&P Health & Benefit Plan advisor if:

- your address has changed;
- you have been legally separated or divorced; or
- your spouse is working and is now covered by that employer’s health benefit program.

And please remember:

- once you retire and become eligible for Medicare Part B, you must submit a copy of your Medicare card to the Plan Office; and
- report any accidents aboard ship to the Plan Office.
Missing Participants

The Plan has been trying to get in touch with the following participants and has been unable to contact them.

Miyoko Ainsworth  Antonino Magsanay
Hide Bailey    Peter Marozas
Philip Betts   Violet Negoeescu
Earl Blakely   Ramonia Rodriguez
Elizabeth Dunlop Anna Rotering
Robert Elliott Robert Scharpff
Dorothy Gordon Charles Schmidt
Kenneth Green  Floyd Smith
Karmon Holm    Gerald Thackham
Issidores Kyriakos James Waters
Effie Koukeas  James Willis
Emma Liddy    Mary Wood
Marlene Maas

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.

Planning for Your Retirement

If you have not thought much yet about retirement, now may be a good time to consider how best to prepare for it financially.

The Masters, Mates & Pilots Individual Retirement Account Plan/401(k) arrangement provides a simple, easy mechanism to save for your retirement. You can make pre-tax contributions directly from your payroll check. The pre-tax contributions are then transferred by your employer to the Plan, which will forward your contributions to your 401(k) account at Fidelity Investments.

Some members may think that a small amount will not help them much in saving for retirement, but remember that over time, a small amount of money can grow. That's the magic of compounding. The contributions that you make to your 401(k) account and any earnings on those contributions are not taxed until you withdraw the money at retirement. And remember that the earlier you start saving, the more money you will have in your 401(k) account at retirement.

Roth 401(k) Contributions

The Roth 401(k) contribution option is subject to agreement by your individual employer to keep separate payroll records for your pre-tax 401(k) and after-tax Roth 401(k) contributions. Please check with your employer to confirm availability. If your employer allows Roth 401(k) contributions and you are eligible to make traditional pre-tax contributions to the 401(k) plan, you are eligible to make Roth 401(k) contributions. In addition, unlike an individual Roth IRA, the Roth 401(k) contributions to the MM&P IRAP/401(k) Plan are not subject to restrictions based on your adjusted gross income.

In 2012, the combined IRS contribution limit for both Roth and traditional pre-tax contributions if you are under age 50 is $17,000. If you are over age 50 and make catch-up contributions, the combined IRS contribution limit for both Roth and traditional pre-tax contributions is $22,500.

When you enroll in the 401(k) Plan, you can decide what investment style makes you most comfortable. The Plan offers a wide range of investment options with different risks and potential returns.

If you have questions about your Masters, Mates & Pilots Individual Retirement Account Plan/401(k) arrangement, you can call the Plan’s benefit advisors at 410-850-8625 or visit Fidelity’s website at www.fidelity.com.

Web Site Information

I would like to remind our members that information about our Plan providers can be accessed on the Union’s web site www.bridgedeck.org. From the home page, please click on the “MM&P Plans” button and then on the button that reads “H&B Provider List.” This will take you to a page that features phone numbers and web site information for all current providers under the Plan. A complete list of MM&P Plan providers appears on page 17 of this issue of The Master, Mate & Pilot.

The following Plan amendments were adopted by the Board of Trustees at the June 6-7, 2012 meeting:

**AMENDMENT NO. 120 TO THE M.M.& P. HEALTH & BENEFIT PLAN RULES & REGULATIONS**

1) Article III (Eligibility), Section 2.A.5 (Pensioners – Initial Eligibility -- Co-Pay Requirements (Pensioners) and Section 2.A.6 (Pensioners – Initial Eligibility – Pensioners Receiving a Lump-Sum Payout) shall be amended by changing the reference to “March 31, 2012” to “March 31, 2014”.

**DRAFT AMENDMENT NO. 121 TO THE M.M.& P. HEALTH & BENEFIT PLAN RULES & REGULATIONS**

1) Article I (Definitions), Section 7 (Pensioners) shall be amended by adding the following language before the period at the end of the second paragraph of that section to read as follows:

“or who received health coverage hereunder as an Eligible Employee immediately prior to his retirement and is otherwise not eligible for health coverage hereunder.”
2) Article III (Eligibility), Section 8 (Continuation of Coverage for Pensioners) shall be amended by substituting the references to “June 30, 2012” with “June 30, 2013” therein.

3) Article III (Eligibility), Section 8 (Continuation of Coverage for Pensioners) shall also be amended by adding the following language at the end of that section to read as follows:

“Furthermore, effective February 1, 2012, a Pensioner who received health coverage under the Plan as an Eligible Employee immediately prior to his retirement and is otherwise not eligible for health coverage as a Pensioner hereunder shall be afforded the opportunity to be eligible for coverage for the benefits described in Article IV, Parts A, B, C and H for themselves and their eligible Dependents until June 30, 2013, if at the time of his retirement he elects coverage under this Section and if he pays to the Plan the appropriate costs for such coverage as determined by the Plan’s actuary in accordance with rules established by the Trustees.”

DRAFT AMENDMENT NO. 10 TO THE M.M.& P. PENSION PLAN
THIRD RESTATED REGULATIONS

Article I (Definitions), Section 1.06 (Employee) shall be amended by revising the second paragraph to read as follows:

The term “Employee” shall also include an individual employed by an M.M.&P. Fund, Plan or Committee, or the Organization, or any other Employer or individual for whom the Trustees and the Employer mutually agree that contributions may be accepted, who are not covered by a Collective Bargaining Agreement and who have not voluntarily waived participation in the Plan at the time of his hiring.

AMENDMENT NO. 7 TO THE M.M.& P. INDIVIDUAL RETIREMENT ACCOUNT PLAN
THIRD RESTATED REGULATIONS

1) Effective January 1, 2009, Section 8.07 is amended by adding the following language at the end of that section to read as follows:

For the purpose of determining the maximum annual addition under section 415(c)(1)(B) of the Internal Revenue Code, the general definition of “compensation” set forth in section 1.415(c)-2(a), (b) and (c) of the Income Tax Regulations is incorporated by reference.

DRAFT AMENDMENT NO. 8 TO THE M.M.& P. INDIVIDUAL RETIREMENT ACCOUNT PLAN
THIRD RESTATED REGULATIONS

1. Article I (Definitions), Section 1.06 (Participant) is amended by revising the second paragraph thereof to read as follows:

The term “Participant” shall also include an individual employed by an M.M.&P. Fund, Plan or Committee, or the Organization, or any other Employer or individual for whom the Trustees and the Employer mutually agree that contributions may be accepted, who are not covered by a Collective Bargaining Agreement and who have not voluntarily waived the right to Employer Contributions under the Plan at the time of his hiring.

2. Article (Definitions), Section 1.15 (Participant) of the 401(k) Arrangement is amended by the addition of the following sentence:

Unless otherwise specified, an Employee’s waiver of participation in the M.M.&P. Individual Retirement Account Plan at the time of his hiring shall not be construed as a waiver of participation in the 401(k) Arrangement.

AMENDMENT NO. 16 TO THE M.M.& P. VACATION PLAN
REGULATIONS

1. Article II (Benefits and Eligibility), Section 2.05 (Lag Time) is amended by adding the following language at the end of that section to read as follows:

“Effective for all Covered Employment on and after June 1, 2012, lag time shall be terminated for Masters and Chief Mates employed by Horizon Lines, LLC.”

3. Article III (Applications, Benefit Payments and Penalties), Section 3.01(d) (Application for Benefits) is amended by adding the following sentence at the end of that subsection to read as follows:

“Effective for all benefit applications filed on and after January 1, 2013, any lag time in the form of unpaid time off will come out of the bank first before any vacation days are paid.”

2) Article III (Eligibility), Section 8 (Continuation of Coverage for Pensioners) shall be amended by substituting the references to “June 30, 2012” with “June 30, 2013” therein.

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<table>
<thead>
<tr>
<th>Plan Office</th>
<th>1-877-667-5522</th>
<th>Toll Free Number to be used by PARTICIPANTS ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verify System</td>
<td>1-410-850-8500</td>
<td>To obtain information on eligibility and the benefits you are eligible to receive under the Plan. Available to Providers for verification of eligibility and to obtain status on claims paid over the past six months.</td>
</tr>
<tr>
<td>CIGNA Health Care</td>
<td>1-800-768-4695</td>
<td><a href="http://www.cignasharedadministration.com">http://www.cignasharedadministration.com</a> 1. Click on “For Taft-Hartley Plan Members” 2. Click on “Medical Shared Administration.” The screen that appears will be titled “Medical Shared Administration Plans.” 3. Go to the middle of that page. 4. Click on “Shared Administration PPO Provider Directory” 5. Provide the information requested to find a CIGNA network provider.</td>
</tr>
<tr>
<td>CVS Caremark</td>
<td>Retail &amp; Mail Order: 1-888-364-6815</td>
<td><a href="http://www.caremark.com">http://www.caremark.com</a> To find the cost of your prescription, you must have your own login.</td>
</tr>
<tr>
<td>Vision Service Plan</td>
<td></td>
<td><a href="https://www.vsp.com/member/htmls/member_home.jsp">https://www.vsp.com/member/htmls/member_home.jsp</a> Sign On in the white box</td>
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<tr>
<td>Delta Dental</td>
<td>1-800-932-0783</td>
<td><a href="http://www.MidAtlanticDeltaDental.com">http://www.MidAtlanticDeltaDental.com</a> Delta Premier Option</td>
</tr>
<tr>
<td>Prudential Long-Term Care</td>
<td>1-800-732-0416</td>
<td><a href="http://www.prudential.com/gltcweb/mmp">http://www.prudential.com/gltcweb/mmp</a> Call 8 am to 8 pm ET, Monday through Friday, or email Prudential at <a href="mailto:ltc4me@prudential.com">ltc4me@prudential.com</a></td>
</tr>
<tr>
<td>Disability Insurance Program</td>
<td>1-800-456-3162</td>
<td>For active participants This insurance is through Lloyd’s of London and the broker is Willis, located in Potomac, MD. Contact person is Angela Mitchell at extension 3032</td>
</tr>
<tr>
<td>Fidelity Investments</td>
<td>1-866-84UNION</td>
<td><a href="http://www.fidelity.com">http://www.fidelity.com</a></td>
</tr>
<tr>
<td>Vanguard</td>
<td>1-800-523-1188</td>
<td><a href="http://www.vanguard.com">http://www.vanguard.com</a></td>
</tr>
</tbody>
</table>
Open an Account at the MM&P Federal Credit Union...

... and Never Be Late With Your Dues Again

If you never want to be late with your dues, and you want to avoid late fees, we have a solution for you. The Masters, Mates & Pilots Federal Credit Union will transfer your dues quarterly to the Union. Just have monies deposited regularly into your MM&P FCU account and send us the signed “Authorization for Membership Dues Checkoff” (right). We’ll take care of the rest for you. No need to worry about getting your dues payments in on time as long as you have a fully funded savings account with the credit union.

Don’t have a credit union savings account yet? Just go to www.bridgedeck.org, click on “About MM&P” and then “Credit Union.” Scroll down to the bottom of the page for a link to the membership application. Return the completed application to the credit union with a minimum deposit of at least $120 and a photocopy of a government-issued identification card. Your funds will earn interest while on deposit with the credit union. At the time of this publication, the interest rate is .33%.

You can have funds withheld from your vacation benefits and deposited into your credit union account. Dues will be deducted from your account each March 31st, June 30th, September 30th and December 31st.

The credit union now offers checking accounts, online banking, electronic bill pay and more. ATM/Debit cards are now available. Sign up now so you can be among the first to use these new services.

The Masters, Mates & Pilots FCU is a nonprofit financial organization owned and operated by its members for the benefit of all those who belong. The purpose of the credit union is to promote thrift through convenient, systematic savings and to provide a quick economical source of dignified credit. The credit union is open to all regular, applicant and retired members of the International Organization of Masters, Mates & Pilots, as well as to employees of MM&P, MIRAID, the MM&P Benefit Plans, MITAGS and their immediate families.

Still have questions? You can contact the credit union at mmpfcu@bridgedeck.org or by calling 410-681-8136 or 1-800-382-7777.

**AUTHORIZATION FOR MEMBERSHIP DUES CHECKOFF**

TO: Kathy Klisavage, Manager
Masters, Mates & Pilots Federal Credit Union
700 Maritime Blvd, Suite B
Linthicum Heights, MD 21090-1953

I hereby assign to the International Organization of Masters, Mates & Pilots, ILA, AFL-CIO, from my MM&P Federal Credit Union account such sums as the Organization may certify as due and owing from me as membership dues or applicant fees, and in such sums as may be established from time to time by the Organization in accordance with the Constitution and applicable Membership Work Rules, if any. I authorize and direct you to deduct such amounts from my MM&P Federal Credit Union account and to remit the same to the Organization at any time while this authorization is in effect. I understand that the dues/fees will be deducted from my account each March 31st, June 30th, September 30th and December 31st of each year.

This authorization may be revoked by written notice thirty (30) days or more prior to any scheduled deduction date.

Date
Credit Union Account Number

Member Name, Please print
Social Security

Signature
Street Address

e-mail address
City, state, zip code

**SWITCH and SAVE**

WE WILL BEAT YOUR CURRENT SECURED LOAN RATE BY 1% - 2% APR*

*Move existing loan balance. Terms remain the same. No lengthy approval process. No credit analysis. It’s that easy!
Norman Armad sailed as a radio officer aboard *APL Singapore*.

Alexios M. Moustakakis last sailed as master of the *E.M. Queeny*.

Peter J. Piaseckyj, shipping out of Port Everglades, last sailed as second mate aboard *Maersk Wyoming*.

Eric S. Cutler, shipping out of New York/New Jersey. He last sailed as second mate aboard *Maersk Wisconsin*.

Samuel Hartshorn, a member of the San Francisco Bay Pilots Association, began working as a pilot in San Francisco in 1978.

Steven Roberto, shipping out of Port Everglades, last sailed as second mate aboard *Maersk Meteor*.

Joseph F. Souza, shipping out of Boston, last sailed for Waterman Steamship Company as master of the *Major Stephen Pless*.

Cal Hunziker worked as a pilot in Puget Sound from 1985 to 2010 and also served in various leadership roles at the Council of American Master Mariners (CAMM).

John P. Sullivan, shipping out of Jacksonville and San Juan, last sailed as third mate aboard *Horizon Trader*. 
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Hours: Monday – Friday
8:30 AM – 4:30 PM ET

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Wayne Farthing
Vice President-Gulf Ports
Steven Verse
Vice President-Atlantic Ports

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Fax: 541-267-5256
<table>
<thead>
<tr>
<th>Association</th>
<th>President</th>
<th>Phone/Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crescent River Port Pilots</td>
<td>Allen J. “A.J.” Gibbs</td>
<td>8712 Highway 23, Belle Chasse, LA 70037</td>
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<tr>
<td></td>
<td></td>
<td>Phone: 504-392-8001</td>
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<td>Fax: 504-392-5014</td>
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<tr>
<td></td>
<td><strong>Galveston-Texas City Pilots</strong></td>
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<td></td>
<td>John Halvorsen</td>
<td>P.O. Box 16110, Galveston, TX 77552</td>
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<td><strong>Grays Harbor</strong></td>
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<td></td>
<td>Stephen G. Cooke</td>
<td>1104 36th Ave., Ct. N.W., Gig Harbor, WA 98335-7720</td>
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<td>Phone: 253-858-3778</td>
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<td><strong>Hawaii Pilots Association</strong></td>
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<td></td>
<td>Steve Baker</td>
<td>Pier 19-Honolulu Harbor, P.O. Box 721, Honolulu, HI</td>
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<td>96808 Phone: 808-532-7233</td>
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<td><a href="http://officeadmin@hawaii/pilots.net">officeadmin@hawaii/pilots.net</a></td>
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<td><strong>Houston Pilots</strong></td>
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<td>Robert L. Thompson</td>
<td>203 Deerwood Glen Drive, Deer Park, TX 77536</td>
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<td>Phone: 713-645-9620</td>
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<td><strong>Key West Bar Pilots Association</strong></td>
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<td></td>
<td>Michael McGraw</td>
<td>P.O. Box 848, Key West, FL 33041</td>
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<td>Phone: 305-296-5512</td>
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<td><strong>Mobile Bar Pilots</strong></td>
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<td>J. Christopher Brock</td>
<td>P.O. Box 831, Mobile, AL 36601</td>
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<td>Phone: 251-432-2639</td>
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<td><strong>Northeast Marine Pilots</strong></td>
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<td></td>
<td>Joseph Maco</td>
<td>243 Spring St., Newport, RI 02840</td>
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<td>Phone: 401-847-9050</td>
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<td>Toll Free: 1-800-274-1216</td>
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<td><strong>Pilots Association for the Bay &amp; River Delaware</strong></td>
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<td>J.R. Roche</td>
<td>800 S. Columbus Blvd., Philadelphia, PA 19147</td>
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<td>Phone: 215-465-8340</td>
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<td><strong>Port Everglades Pilots</strong></td>
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<td></td>
<td>Andy Edelstein</td>
<td>101 Stewart St. - Suite 900, Seattle, WA 98101</td>
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<td></td>
<td>Bruce Cumings</td>
<td>Co-Directors</td>
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<td>P.O. Box 13017</td>
<td>Port Everglades, FL 33316</td>
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<td>Phone: 954-522-4491</td>
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<td><strong>Puget Sound Pilots</strong></td>
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<td>Frantz A. Coe</td>
<td>101 Stewart St. - Suite 900, Seattle, WA 98101</td>
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<td>Phone: 206-728-6400</td>
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<td><strong>Sabine Pilots</strong></td>
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<td>Duane Bennett</td>
<td>Presiding Officer</td>
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<td>5148 West Pkwy., Groves, TX 77619</td>
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<td><strong>Saint Johns Bar Pilots</strong></td>
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<td></td>
<td>John Atchison</td>
<td>4910 Ocean St., Mayport, FL 32233</td>
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<td>Phone: 904-249-5631</td>
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<td><strong>San Juan Bay Pilots</strong></td>
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<td>P.O. Box 9021034</td>
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<td><strong>St. Lawrence Seaway Pilots</strong></td>
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<tr>
<td></td>
<td>Roger S. Paulus</td>
<td>President</td>
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<td></td>
<td>Richard Tetzlaff</td>
<td>MM&amp;P Branch Agent</td>
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<td>P.O. Box 274, 733 E. Broadway</td>
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<td><strong>San Francisco Bar Pilots</strong></td>
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<td>Bruce Horton</td>
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<td>Pier 9, East End</td>
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<td><strong>Sandy Hook Pilots</strong></td>
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<td>Peter Rooss</td>
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<td>201 Edgewater St.</td>
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<td><strong>Savannah Pilots Association</strong></td>
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<td></td>
<td>William T. Brown</td>
<td>Master Pilot</td>
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<td>P.O. Box 926, Savannah, GA 31401-3545</td>
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<td><strong>Southeast Alaska Pilots</strong></td>
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<td></td>
<td>Richard Gurry</td>
<td>President</td>
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<td>1621 Tongass Ave. - Suite 300, Ketchikan, AK 99901</td>
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<td>Phone: 907-225-9696</td>
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<td><strong>Southwest Alaska Pilots</strong></td>
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<td></td>
<td>Michael D. Stone</td>
<td>President</td>
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<td>P.O. Box 977, Homer, AK 99603</td>
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<td><strong>Tampa Bay Pilots</strong></td>
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<td></td>
<td>Allen L. Thompson</td>
<td>Executive Director</td>
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<td>1825 Sahman Dr., Tampa, FL 33605</td>
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<td><strong>Virginia Pilot Association</strong></td>
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<td></td>
<td>J. William Cofer</td>
<td>President</td>
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<td>3329 Shore Dr., Virginia Beach, VA 23451</td>
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<td>Phone: 757-496-0995</td>
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<td><strong>Western Great Lakes Pilots</strong></td>
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<td></td>
<td>Donald Willecke</td>
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<td>Phone: 715-392-5204</td>
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<td>Fax: 715-392-1666</td>
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</tbody>
</table>
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**Pacific Maritime Institute (PMI)**

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Director
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Fax: 206-441-2995
Toll-Free: 1-888-893-7829
admin@mates.org
www.mates.org
Russell T. Baskin, 54, March 16. A resident of Poulsbo, Wash., and a pensioner since 2012, he last sailed for Matson Navigation Co. as second mate aboard MV Manoa. He enjoyed fishing, bird hunting and snorkeling with fellow MM&P members. He took particular pleasure in hosting friends and family at the annual pig roast which he organized at his home. He also liked to downhill ski, pilot small planes such as C150s and C172s, and raise ornamental pheasants. His wife Maggie and stepsons Jacob and David survive him.

Dorinda L. Beach, 57, March 12. A resident of Virginia Beach, she last sailed for Waterman Steamship Co. as second mate aboard the Major Stephen Pless.

Lloyd A. Blackledge, 88, April 1. A resident of Norris City, Ill., and a pensioner since 1985, he last sailed for Lykes Brothers Steamship Co. as third mate aboard the SS Letitia Lykes. He served his country as a merchant mariner during World War II. He enjoyed gardening, shooting craps at the Horseshoe in Las Vegas, and spending time with kids and animals. His wife Margiet Schouten, daughter Andrea, son William and granddaughter survive him.

Richard H. Blake, 80, March 28. A pensioner since 1995 and a resident of Catonsville, Md., he last worked as claims director in the Masters, Mates & Pilots Plans Office. He loved baseball, which he played for the University of Maryland in his younger years. He enjoyed spending time with his family. He is survived by his wife of 68 years Rosemarie Blake, five children, ten grandchildren and a great-grandson.

Emil John Blische, 91, April 14. A resident of Salisbury, Md., and a pensioner since 1985, he last sailed for Puerto Rico Marine Management Inc. as second mate aboard the SS Bayman. During World War II, he took part in the Normandy Invasion. In addition to his military service, he was an avid reader and enjoyed boating and deep sea fishing. He was also a 32nd degree Mason with The Blue Lodge. Esther, his wife of 52 years, daughter Elaine, son Eric and four grandchildren survive him.

Frank Burke, 84, Feb. 29. A pensioner since 1993 and a resident of Bremerton, Wash., he last sailed for Matson Navigation Co. as chief mate aboard the SS Matsonia. He always enjoyed spending time with family friends. In retirement, he dabbled in real estate. His wife Elizabeth and daughters Marsha and Laura survive him.

Jesse W. Corbett, 90, March 22. A resident of Williamsburg, Va., he became a pensioner in 1980. He last sailed with Victory Carriers Inc. as second mate aboard SS Mount Washington. He served his country as a merchant mariner in World War II and in the Korean and Vietnam wars. He also served in the Coast Guard. His daughter Janie, two grandchildren and four great-grandchildren survive him.

Robert C. Dobson, 91, March 17. A pensioner since 1986 and a resident of Ashland, Ky., he last sailed for Delta Lines Inc. as second mate on the Delta Campo. Before retiring, he obtained his masters license. His special interest was operating a ham radio. His brothers Donald and Edgar survive him.

Fernando G. Gallardo, 86, March 28. A resident of Mexico and a pensioner since 1985, he last sailed for Lykes Brothers Steamship Co. as second mate aboard MV Lyra. He enjoyed playing chess, spending time with family and friends, and making people laugh. His wife Celia Gonzalez de Gallardo and sons Glen and Fernando survive him.

Richard L. Glatus, 83, March 28. A resident of Rapid Rivers, Mich., he last sailed as master out of Great Lakes ports. He enjoyed fishing, hunting, trapping, spending time with family and being on the water. His wife Barbara, son Tom, daughter Cheryl, four grandchildren and two great-granddaughters survive him.

Matthew Hoban, 49, March 27. A resident of Cleveland, Ohio, he last sailed as chief engineer on the Patrice McAllister. He enjoyed spending time with his family. He was an avid golfer and also enjoyed watching NASCAR. His mother Betty Hoban, three brothers, a sister and fifteen nieces and nephews survive him.

Donald E. Hughes, 90, May 6. A resident of Portland, Ore., he was a life member of the American Pilots’ Association (APA). For many years before his retirement, he served as APA’s West Coast vice president. He served his country in World War II aboard USS Maddox, where he survived Japanese kamikaze attacks. His nearly forty years of active service spanned World War II and the Korean and Vietnam wars, during which he rose to the rank of captain. He served as president of the Columbia River
Pilots Association. His fellow pilots considered him particularly adept at piloting the largest vessels. “Hughes was internationally famous and anyone who brought a large ship into Portland wanted him to pilot it,” said a fellow pilot. His wife Anna and sons Donald and Bradley survive him.

Emil A. Impola, 87, March 29. A pensioner since 1985 and a resident of Jensen Beach, Fla., he last sailed for Sealand Service Inc. as a third mate aboard SS Pittsburgh.

Wynne Kemble, 82, March 2. A resident of San Angelo, Texas, and a pensioner since 1987, he last sailed for OMI as master of the OMI Champion.

Andrew W. Norman, 70, April 8. A resident of North Glenn, Colo., and a pensioner since 1996, he last sailed for Sealand Service Inc. as a second mate aboard Sealand Challenger. He enjoyed watching golf and was a huge fan of Chelsea’s soccer team. His daughter Alexandra survives him.

George C. Previll, 86, Jan. 16. A long-time member of MM&P and a staunch union man, he served as president of the Marine Society of the City of New York, as president of the PONY Chapter of the Council of American Master Mariners (CAMM) and as CAMM’s regional vice president. During World War II, he served his country as a merchant mariner. He sailed for over 30 years for US Lines, rising to the rank of master. After retiring from US Lines, he served at SUNY Maritime as commandant of cadets and captain of the training ship Empire State. He worked for Military Sealift Command during the first Persian Gulf War. Throughout his life, he was an avid supporter of his alma mater, USMMA and an advocate for maritime education. His wife Rosemarie, daughter Jennifer and son George Jr. survive him.

Charles A. Rhea, 87, April 10. A resident of Lakeside, Calif., and a pensioner since 1987, he last sailed for United States Lines Inc. as a third mate on the SS American Envoy. He enjoyed chess, cribbage, and travel, and was particularly attached to his hometown of Silver City, N.M. His daughter Sharon and a granddaugh- ter survive him.

James R. Robey, 97, March 27. A pensioner since 1995 and a resident of Green Valley, Ariz., he last sailed for Sealand Service Inc. as a chief mate on the SS Oakland.

Enrique Rodriguez, 93, April 22. A pensioner since 1984 and a resident of San Jose, Calif., he last sailed for United States Lines Inc. as third mate on the SS American Trojan. He served his country as a merchant mariner during World War II. He enjoyed chess and particularly loved playing highly competitive games. His wife of sixty years Noemi, son Ed, daughter Debbie, six grandchildren and two great-grandchildren survive him.

Frank Stanejko, 88, April 21. A resident of Cornwall Bridge, Conn., and a pensioner since 1980, he last sailed for Farrell Lines Inc. as a master of the SS Austral Entente.

Robert Tice, 68, April 22. A resident of Spark, Nev., he last sailed for Sealand Service Inc. as second mate. He enjoyed hunting, shooting, hiking, camping, gold panning and reading. Three sisters and three brothers survive him.

Albert Wilder, 93, Nov. 12, 2011. A resident of Ocala, Fla., he last worked for MITAGS. He served in World War II aboard the Arctic Convoy PQ17, which was attacked by torpedo bombers and ordered to scatter. Days later, the ship on which Wilder was serving as second mate was dive-bombed and sunk by a torpedo. Of the thirty-three ships in the convoy, only twelve made it to their destination. Despite his experience in the war, Wilder went on to join the Navy as a lieutenant. He fought in the Korean War, rising in rank to lieutenant commander. He enjoyed telling stories, bowling with colleagues, and, most of all, swimming, which he did every morning no matter the weather until the day he died.
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