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About the Cover

AHL’s SS Captain H.A. Downing, crewed top to bottom by MM&P, takes on her first Alaska load at the Alyeska Terminal in Valdez. Master of the tanker is Capt. Allan Lunt. The vessel is chartered to Tesoro Petroleum Company. Its current run is between Valdez and Nikeski. (Photo by AHL Operations Manager Capt. Jere White.)

The Navy Jack, a symbol of resistance which dates back to the American Revolution, flies today on the jack staff on the bow of all naval vessels. 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.
MM&P Celebrates 125th Anniversary

By the time you read this column, the Masters, Mates & Pilots (MM&P) will have celebrated 125 years of proud history as a labor union. Starting in 1880, when the union was founded after the fire aboard the New York ferry Seawanhaka, MM&P has been through thick and thin: MM&P officers and crews have seen action in World Wars I and II, the Suez Crisis, the Korean War, the Vietnam War, and in operations Desert Storm and Desert Shield. Today, ships with MM&P crews are participating in Operation Iraqi Freedom and relief efforts in Southeast Asia.

The union’s 125th anniversary was commemorated with a cruise on the Bay Lady of Baltimore. The event counted the participation of over 300 people: port officials and presidents of labor unions, current and former MM&P officials, representatives of a number of companies with whom the union does business: Washington and Baltimore area politicians; and military personnel from the Army, Navy and Military Sealift Command. Pictures taken at the event will be published in the July-August issue of The Master, Mate & Pilot.

MM&P to Purchase Union/Plans Building

Last year, the General Executive Board made a commitment to purchase the building that houses the union’s headquarters and MM&P Plans. Since 1970, the building and land have been the property of the MATES Trust, which owns the union’s training facilities, the Maritime Institute of Technology & Graduate Studies (MITAGS) and the Pacific Maritime Institute. Since 1984, when the union and Plans moved from New York to Baltimore, both organizations, as tenants of the building, have been paying fair market rent to the MATES Trust. The arrangement worked well when the union had more ships under contract and the school was able to generate enough income from outside sources to operate in the black. Since 9/11, however, business has been slowing and, with the sluggish economy in 2002, 2003 and part of 2004, the school’s financial position became more challenging. To provide financial assistance to MITAGS, the union made an offer to purchase the land and building.

The purchase will now undergo evaluation by the U.S. Department of Labor. As part of this process, union officials and trustees have made disclosures which, among other things, certify that they are not parties of interest to the transaction. The trustees on the employers’ side have made similar disclosures. Also being certified is the fact that the purchase price is fair market value based on property in the surrounding area.

We anticipate that we will be given the green light by the Labor Department this fall. The union believes the transaction will create a win/win situation since it will give MITAGS more money for capital improvements, which in turn will generate new business. The union, on the other hand, is convinced that, based on local property values, it is buying an appreciating asset. After the purchase, it is anticipated that some Plans staffers will relocate to the union side of the building. This will free up rental space which can be leased to another tenant.

— Timothy A. Brown
International President
Masters, Mates & Pilots
New Billets on TSV-1 Prevail

MM&P has signed a new contract to man the training support vessel *TSV-1 Prevail*, the Navy’s only dedicated training support ship. In addition to the six previous MM&P billets, the new contract creates two new salaried positions aboard the *Prevail*: one for a technical controller, responsible for the ship’s communications equipment, and another for an assistant engineer.

The 224-foot vessel supports fleet exercises, group sails and unit level training, serving as a dedicated training platform for the Atlantic Fleet Carrier Strike Groups, Expeditionary Strike Groups and individual units deployed during the inter-deployment readiness cycle. *Prevail* supports missile, gunnery and torpedo exercises, as well as mine deployment and retrieval. The vessel is also a venue for maritime intercept operations. Among its mission areas are cryptologic services, GPS operations, threat simulation, and towed target presentations.

MM&P member Capt. G.W. Fleck, master of the *Prevail*, has described the vessel’s focus as “real-time, practical training.” He says that the emphasis during exercises is always on authenticity, with an eye to building the confidence of trainees to confront challenging situations at sea.

MM&P signed the contract with Trinity Management Group, Portsmouth, Va., which staffs selected billets on board the ship. “MM&P-Trinity employees have been an integral part of the success enjoyed by this vessel as a training platform,” says Fleck.

Before being converted to a training support vessel in 2003, *TSV-1 Prevail* was USNS *Prevail* (T-AGOS 8), an ocean surveillance ship operated by Military Sealift Command. The most recent modifications made to the ship include installation of a GPS denial training array, organic threat simulators and a large-area tracking range ground interrogation station. *TSV-1 Prevail* is now mission funded by Commander Fleet Forces Command for 210 days of operation each fiscal year. This means that the vessel is available to the fleet user at no cost for training that directly supports the operations of the Atlantic Fleet.

New Contract With Cetacean Marine

MM&P’s United Inland Group (UIG) has signed a new five-year contract with Cetacean Marine Inc., Dania Beach, Fla., which operates and maintains the 180-foot *R/V Lake Guardian*, the largest research and monitoring vessel operating on the Great Lakes. The Milwaukee-based vessel, which had been covered under another five-year contract with UIG that expired earlier this year, is manned top to bottom by members of MM&P. “The fact that Cetacean has retained this contract is evidence of the high level of professionalism and competency demonstrated by the MM&P crew,” said UIG Vice President Steve Demeroutis.

Cetacean operates the vessel under a long term contract with the U.S. Environmental Protection Agency, Region 5. The vessel carries state-of-the-art equipment to survey water quality, sediment, air and other components of the marine environment in the Great Lakes basin. Last year scientists aboard *R/V Lake Guardian* monitored Lakes Michigan, Huron, Erie, Ontario and Superior. The ship is engaged in data collection for about seven months a year. It has purpose-built biology, chemistry and multipurpose laboratories onboard.

According to Cetacean Marine President Glenn Germaine, the *Lake Guardian* will undergo an extensive upgrade this fall, with replacement of the Cat D-399 main engines with Cat 3512B Series II main engines with electronic fuel injection. The new engines will allow the vessel to meet the new EPA emission standards and will provide greater fuel economy. In addition, the four deck-mounted container laboratories will be replaced with a greatly expanded wet laboratory which can also be used as a multimedia classroom. Cetacean Marine holds a Document of
Compliance under the ISM Code and the Lake Guardian carries a Safety Management Certificate issued by ABS.

New Contract With Crowley Marine Services

MM&P’s United Inland Group (UIG) and Crowley Marine Services (CMS) have negotiated a contract that includes new job opportunities for union members aboard an articulated tug and barge (ATB) which will be brought into the fleet in the near future. Contract negotiations in Seattle lasted eight days straight, on the heels of months of preparation. “The MM&P negotiating team was outstanding,” said UIG Vice President Steve Demeroutis. “They truly represented all MM&P deck officers working at CMS.” Some members of the committee sacrificed wages while negotiations were being conducted. “We thank them for their dedication and hard work,” Demeroutis said. CMS spokesman Lee Egland said the negotiations were among the most professional and focused he has ever participated in, with both sides addressing difficult issues and arriving at solutions. Although emotions ran high on several occasions, the parties worked together in the context of an interest-based format to negotiate an agreement that will allow Crowley to bid more contracts, generate new work opportunities for MM&P members and compete on a cost-effective basis with other companies. The agreement recognizes the contributions made by MM&P members to the company’s success. Said Demeroutis: “The company addressed our needs to the maximum extent possible under current economic conditions. The negotiating committee and Crowley honored the intentions and goals of the strategic partnership that has developed between us and embodies a commitment to bring more assets and equipment into CMS Inc.”

“Acquisition of the ATB for petroleum operations is proof of a strong commitment from CMS’s parent company, Crowley Maritime Corporation, to bring new assets into CMS,” Demeroutis said. “The company has committed to grow the petroleum transportation fleet,” said CMS spokesman Lee Egland. “We are very optimistic on that front.”

The members of the UIG bargaining committee unanimously voted to accept the agreement and to recommend a “Yes” vote to union members working at CMS. More details on the contract will be released following ratification.

M/V MANULANI CHRISTENED

The Matson Saga Continues

Don Marcus, VP Pacific Ports

Matson christened its third Kvaerner-built vessel on May 21. The M/V Manulani is the last in the series of CV2600 “Philadelphia” Class container ships to join the Matson fleet. The vessel is scheduled to join the M/V Manukai and the M/V Maunawili initially in Matson’s Jones Act service and, commencing in 2006, in service from the West Coast and Hawaii to Guam and China.

Like other vessels in its class, the M/V Manulani is 712 feet long, has a 105.6 foot beam and is powered by a single MAN B&W 8K 80 MC-C eight-cylinder, low speed, diesel
engine designed for a service speed of 22.5 knots. It is rated at a capacity of 2,600 TEU and 29,400-dwt.

MM&P licensed deck officers slated for regular assignment aboard the vessel include Masters Paul Schulman and Andy Merrill and Chief Officers Jack Lutey and John Moorehouse. Congratulations are in order for these members.

A fourth Matson container vessel, of slightly different specifications, designated as a CV2500 “Independence” Class vessel, is also in the works at the Kvaerner Shipyard in Philadelphia. This vessel is scheduled for delivery in the summer of 2006. But MM&P members have been cautioned to wait and see before breaking out bottles of champagne.

In fact, one might wonder if any of the bubbly-stuff is on the menu at all after hearing the tale of financial need that Matson’s negotiators have visited upon their labor “partners” for the past two years. The reality is, of course, that economic times have never been better at Matson and its parent corporation, Alexander & Baldwin. On Jan. 3, Matson Navigation raised shipping rates to the Hawaiian Islands by 3.5 percent. In February 2005, the valuation of Alexander & Baldwin stock was at a record high. In fact, Alexander & Baldwin has been a star performer for some time and, as we all know, “Ocean Transportation” is the engine that continues to drive the corporation. Forecasts continue to be excellent for Matson, Alexander & Baldwin and the Hawaiian economy generally.

As gratifying as the recent announcement of new vessel acquisition is, Matson’s contract labor have reasonable doubts as to whether they will receive their share of Matson’s profits. Cheaper labor rates are around the corner aboard two non-MM&P crewed vessels that are now operating in the Hawaii trade. These vessels, one of which is a Roll/On, Roll/Off vessel under charter to Matson, and the other a new-built Pure Car/Truck Carrier running in competition with Matson, provide their licensed officers with cut-rate wage and benefit packages. Matson Navigation continues to make an earnest effort to see that these reduced labor rates become the new benchmark in the Hawaii trade.

Notwithstanding the fact that MM&P and Matson’s other traditional seagoing trade unions took significant cuts in the new-build contract two years ago, these same unions have been subjected to a relentless barrage from Matson demanding concessions on top of concessions. The saga continues, but collectively, seagoing labor, as well as our longshore allies, feel ill-used by Matson’s tactics. It is unfortunate to report that “morale” in the Matson fleet is being stifled by a serious “quadruple-threat”: reduction in the fleet; outsourcing; pay cuts; and mandatory company seminars. MM&P was relieved to learn of Matson’s decision to acquire two new vessels. However, the celebration is muted by the undeniable sea-change in Matson’s corporate philosophy and by the painful pay reductions that preceded the welcome news. Company loyalty may well have faded away with the passing of the revered R.J. Pfeiffer and the departure of the respected Brad Mulholland… Welcome to corporate America in 2005!

As this issue of The Master, Mate & Pilot went to press, negotiations were ongoing regarding Hull #4 and issues concerning the CV2600 Class vessel contract. The standing negotiating committee includes members Mike Bozzone, John Moorehouse, John Bloomingdale, Steven Palmer and Kevin McGraw and West Coast representatives Dave Boatner and Don Marcus.
Maersk Safety Award
To Peter Joseph Parise

MM&P member Peter Joseph Parise has been awarded the Maersk Line Ltd. (MLL) Safety Leadership Award for “exemplary professional conduct” in motivating personnel and organizing safety systems on recently acquired vessels. Calling Parise’s performance “nothing short of tremendous,” MLL’s David J. Harriss also nominated him for the Maersk Inc. company-wide safety leadership award.

“In an environment of change, with new ships and new policies and procedures to understand, the chief officer’s job is one of the most critical positions on the fleet,” Harriss said. In coming aboard new ships, Parise “quickly identified and prioritized needs, shortcomings and positive facets.” He established a crew familiarization process which was “not only better than the current crew familiarization process but easier to administer as well.” The new process Parise developed has been adopted fleet-wide by Maersk Lines Ltd.

Investigators Seek To Ban Cell Phone Use on Bridge

The British officials who investigated the grounding of an Italian-flagged chemical tanker have called on ship owners worldwide to prohibit the use of cellular phones on the bridge. According to an article published in the Numast Telegraph, the U.K. Marine Accident Investigation Branch (MAIB) reported that the master of the Attilio Ievoli had been talking on a cell phone for most of the half hour that preceded the vessel’s grounding in the west Solent in June 2004.

“The MAIB recommends that the International Chamber of Shipping encourage companies to designate pilotage and other restricted waters as ‘red zones’ where outgoing mobile calls are barred and incoming calls must be diverted to a message service to prevent the bridge team from being distracted,” the Numast Telegraph reports. Investigators also targeted “cultural differences” as a factor in the accident: the second officer, who was of Eastern European provenance, was reluctant to buck the hierarchy by pointing out to the master that the vessel had veered to the north of its planned route.

MM&P International President at SUNY Maritime

MM&P International President Capt. Timothy A. Brown accepted a special invitation in March from SUNY Maritime College to speak on prospects for employment in the U.S. Merchant Marine.

Medals Recognize Service In Support of Wars

The U.S. Maritime Administration (MARAD) is recognizing the contributions of merchant mariners who served on commercial vessels in support of Operations Enduring Freedom, Iraqi Freedom and other wars. Mariners who served on an LMSR or a Ready Reserve Force (RRF) vessel in support of the war effort are
eligible for an expeditionary medal. Those who have already received a medal for Operations Desert Shield or Desert Storm, and who then served in Operations Enduring Freedom or Iraqi Freedom, are eligible for a gold star device in lieu of a second medal. Mariners who believe they are eligible should provide MM&P's Capt. Joe Stone (jstone@bridgedeck.org) with their full name, dates of service and a copy of their discharge from the ship (CG-718A).

China’s Ship Management Plan

Representatives of a new company, China Shipping International Ship Management Ltd. (CSIC), say they will have 600 vessels under management by 2010. CSIC spokespersons say the company already has 76 ships under management, including 20 from the United Kingdom, the United States, Japan, Russia and Hong Kong. The company, created from a merger of firms based in Guangzhou, Shanghai and Dalian, says it will man the ships with 500 new mariners a year hired from a pool of recent university graduates and young people who scored high on tests but did not go to college.

Maersk, MM&P At Awards Dinner

MM&P’s President Timothy Brown and John Reinhart, president and chief executive officer of Maersk Lines Ltd., exchanged insights on the maritime industry at a recent event. The two are pictured together at the Seafarers and International House Annual Awards Banquet in New York City, where MEBA President Ron Davis was among the 2005 honorees. MM&P’s Brown was an honoree of the 2004 awards banquet.


Maritime industry leaders, including MM&P International Secretary-Treasurer Glen Banks, gathered in Washington, D.C., May 10 to salute Rep. William J. Jefferson of Louisiana for his years of support of the nation’s maritime industry. Jefferson was a driving force behind passage of the “tonnage tax” provision which will benefit U.S.-flag vessels owners and maritime labor. Banks congratulates Jefferson after his speech; talks with MEBA President Ron Davis (center); and exchanges views with AMO Executive Vice President Thomas Bethel.
ILA Port Safety Alliance Announces Mission

The International Longshoremen’s Association (ILA) and the U.S. Maritime Alliance Ltd. (USMX) have announced details of their new port safety partnership. A cornerstone of the program will be assistance to port associations and their ILA counterparts in preventing waterfront accidents. Industry-wide safety training procedures for all job functions will be developed in tandem with the National Maritime Safety Administration, port associations, employers and ILA locals. Every port covered by the ILA master contract will have a safety committee tasked with: monitoring compliance with the drug and alcohol testing program; investigating accidents; and developing safety training.

NOAA Award To E-Ship Enterprise

Each year, the National Oceanic and Atmospheric Administration (NOAA) recognizes the leader among the large, ocean going vessels which participate in its Voluntary Weather Observation (VOS) program. (Below) Capt. Michael Leveille of E-Ships’ Enterprise, manned by MM&P licensed deck officers, proudly accepts the 2005 VOS Outstanding Performer award plaque on behalf of the company and crew. This is the second consecutive award for Enterprise, which took more than 600 weather observations in 2004. The vessel is also an active participant in the Atlantic Oceanographic and Meteorological Laboratory’s expendable bathythermograph (XBT) program for monitoring water temperature.

MM&P Celebrates Opening Of New Orleans Hall

MM&P officers, members and friends gathered in March to celebrate the opening of the union’s new NOLA hall. (Below) MEBA Gulf VP John McCurdy, MM&P Atlantic Ports VP Rich May, MM&P Gulf Ports VP Bob Groh and pensioner Gary Tober celebrate the opening of the new hall.

MM&P-Crewed Ships Assist Earthquake Victims

Victims of the 8.7 magnitude earthquake that shook the coast of Sumatra on March 28 have received humanitarian assistance, gifts, supplies and monetary contributions from MM&P members, naval personnel and aide workers on several MM&P-crewed vessels.

Following service in the areas devastated by the December 2004 tsunamis, the U.S. Navy’s Military Sealift Command (MSC) hospital ship USNS Mercy and combat stores ship USNS Niagara Falls were ordered to get underway to Nias Island, Indonesia, on March 30. Both vessels are crewed by MM&P licensed deck officers and carry support and medical personnel employed by the U.S. Navy and international relief groups. The two
were joined by the MM&P-crewed USNS San Jose and the replenishment oiler USNS Yukon.

Capt. Mike Leahy, master of the Mercy, called the vessel’s work in Nias “one of the highlights of my career.” He reported that many crew members made gifts of toys and clothing to patients being treated on the ship. Before leaving the area for other assignments, the licensed deck officers and civilian mariners aboard the vessels collected $3,800 to buy playpens, car seats, baby bottles, pacifiers, toys, clothing and vital supplies.

Unions May Leave ILO Talks

Work on a consolidated maritime labor convention, which would bring together in a single document over 60 International Labour Organization (ILO) conventions and recommendations, has run into a roadblock in Geneva, with ship owners refusing to agree to effective enforcement procedures. The convention has been the subject of negotiations between labor, ship owners and governments for more than three years.

Negotiations have been based from the beginning on an agreed package of measures affecting shipboard living and working conditions. Part of that package—and central to the negotiation process—was securing effective enforcement and control procedures to assure that the provisions of any maritime labor convention are adhered to in practice. Labor maintains that the procedures in place for the enforcement and control by port states of IMO conventions and agreements dealing with operational and technical requirements, (such as the ISM Code, the ISPS Code and the STCW Code) should also be applied to social and labor standards in ILO conventions. Adoption of a consolidated maritime labor convention without a means to effectively enforce its provisions would, for all intents and purposes, deregulate shipboard living and working conditions.

At a recent International Transportation Workers’ Federation (ITF) Seafarers Section Conference in Rio de Janeiro, representatives of maritime labor, including MM&P Vice Presidents Don Marcus, Rich May and George Quick, reaffirmed that the implementation of effective enforcement procedures remained an essential element of a new maritime labor convention. Representatives of maritime labor scheduled to attend the February 2006 ILO meeting in Geneva to finalize the convention have been instructed not to attend unless effective enforcement procedures can be agreed to with ship owners and governments.

MM&P Reps Speak Out On Towing Vessel Inspection

The MM&P is one of several unions invited by the U.S. Coast Guard (USCG) to comment on a proposal to beef up inspection of towing vessels. Four public meetings were held across the country in the early part of the year to present the proposed rules, which would bring previously unregulated vessels under USCG jurisdiction.

Ray Shipway, MM&P branch agent for the United Inland Group-Pacific Maritime Region, and Richard Plant, MM&P director of special projects, each commented at separate meetings on the proposal, under which either USCG personnel or a third party would perform the inspections.

Plant, who talked about the high number of recent towing vessel accidents, advised the USCG and industry operators to consider the dangers of insufficient Manning, the two-watch system and barge overloading. He urged the group to seek input from “the mariners who put their lives at risk on these vessels every day.”
He and Shipway branded as “inadequate” provisions of the proposals which would require an inspection every five years. The two advised development and application of a horsepower to tonnage/barge ratio and the introduction of a system in which the captain and pilot were free to make safety decisions without fear of management reprisals.

**Glen Paine of MITAGS Wins Prestigious Appointment**

Homeland Security Chief Michael Chertoff has appointed Glen Paine, executive director of MM&P’s Maritime Institute of Technology & Graduate Studies (MITAGS) and the Pacific Maritime Institute, to the Merchant Marine Personnel Advisory Committee (MERPAC). Paine will work with Chertoff, Transportation Secretary Norman Mineta and U.S. Coast Guard Commandant Adm. Thomas Collins on matters relating to the training, qualifications, licensing, certification, and fitness of seamen in the U.S. Merchant Marine.

**Patriot Prevails In Recent Court Case**

As this issue of The Master, Mate & Pilot goes to press, Patriot Contract Services has been granted a limited injunction which will temporarily halt the turnover of the remaining LMSRs pending a ruling by the Ninth Circuit Court of Appeals. In a May 23 decision, U.S. District Court Judge Martin Jenkins amended his earlier denial of Patriot’s motion for a preliminary injunction. The most recent move “effectively stops the clock on the turnovers,” says Patriot CEO Sandy Jones.

In his most recent ruling, the judge wrote that Patriot had “certainly raised questions about the integrity of the procurement process in the context of its fraudulent misrepresentation claim.” He said Patriot had “presented evidence that [competing bidder] AMSEA may have misrepresented to Military Sealift Command the extent to which it had secured agreements from proposed key personnel regarding salary, benefits and position.”

“We have an extremely good chance of success in the Ninth Circuit,” said Jones. The Ninth Circuit is expected to issue a ruling in mid-June.

The unions that intervened in the case alongside Patriot and MM&P are the Sailors’ Union of the Pacific and the Pacific Coast Marine Fireman, Oilers, Watertenders and Wipers.

**Schedule of MM&P General Executive Board Meetings**

MM&P’s General Executive Board (GEB) will meet three times during the remainder of 2005. Meetings are planned for June 14-15; Aug. 23-24; and Dec. 6-7. All meetings will be held at the union’s headquarters in Linthicum Heights, Md.

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**Positions Open for All LDOs On T-AGS Oceanographic Vessels**

*Experience on commercially operated, government-contracted vessels is a plus.*

If you’re interested, please send a brief resume to MM&P Special Projects Director Richard Plant by e-mail (rplant@bridgedeck.org) or fax (410-850-0973). Specify position desired; date available; highest license held and sailed on, when and the duration; all course training certificates. If you have security clearance and have sailed with it in the past two years, mention the fact: it can be transferred to Horizon Lines. (For more details on the T-AGS vessels, see p. 18 of the March-April issue of The Master, Mate & Pilot.)
U.S. Front Line Reserves “Close to Breaking”

Many of the Army, Marine and National Guard reserves on the front lines in the country’s “war on terror” may be on the verge of being unable to fulfill their duty. In “Army Lite,” an article published in the April 2005 issue of ARMY Magazine, Lt. Col. Craig T. Trebilcock, a retired reservist, describes how a leaked Jan. 13 memo from Army Reserve Chief Lt. Gen. James Helmly brought to light a controversy that has been raging in the Department of Defense (DOD) for two years. “Helmly stated in his memo that the force is on the verge of being unable to fulfill its mission as a reserve force because of the repeated reliance by DOD upon [reservists] to fulfill its global requirements,” Trebilcock writes.

Mobilized reservists represent huge cost savings for the military because they have their own homes and frequently maintain their own health insurance.

Reservists make up 50 percent of the U.S. troops serving in Iraq. A significant number are starting their second tour of duty. Some who also served in Afghanistan are beginning their third combat tour since 9/11.

Coincidentally, the memo was made public a day before the Pentagon proposed a new two-year tour, multiple deployment policy for the reserve force. Under the terms of the proposal, the old cap limiting reservist service to a maximum of two years in a given operation would be waived, allowing the Pentagon “to place reservists on active duty for years at a time, with only short breaks between combat deployments … As one who has served in both the active component and in the reserves (RC), in both peace and wartime, it is clear to me that Gen. Helmly is sounding a strong and appropriate warning that the RC is on the verge of breaking,” Trebilcock writes.

“The war on terrorism is being run like a civilian business, not as part of a coordinated and well-planned national military strategy,” he continues. “Reservists are being used in such great numbers … because they are a cheap alternative to more active duty troops.”

Mobilized reservists represent huge cost savings for the military because they have their own homes, frequently maintain their own health insurance and tend not to use the PX or other post facilities because their families don’t live nearby. “The military does not have to feed, shelter and maintain these troops and their families between deployments, as is the case with active duty troops,” Trebilcock writes.

From ARMY Magazine, April 2005. Copyright 2005 by the Association of the U.S. Army (AUSA). Limited reprint permission granted by AUSA.

President’s Private Accounts Fail to Convince Public

Polls continue to show that most Americans are sceptical of President Bush’s plan to add a “private account” component to Social Security. The more people know about the specifics of the plan, the less likely they are to support it. Sixty-five percent of Americans say they oppose private accounts “if it means cuts in guaranteed benefits for everyone, not just people who choose those accounts,” according to research conducted earlier this year by the American Association of Retired People (AARP) and Rock the Vote, a young people’s group.

Economists have calculated that under the President’s plan, benefits would be cut by almost half (46 percent)—even for those who chose not to invest in private accounts. Overall, it is predicted that the average retiree would lose about $154,000 in retirement benefits.

Evidence from other countries also suggests there is reason for concern. In Britain, a 25-year experiment with pension system privatization is rated a complete failure by people on every side of the political spectrum.
The British government and the British public have lost significant amounts of money as a result of private accounts. It is estimated that the cost of administering the accounts has depleted the size of the country’s retirement fund by approximately 30 percent overall. Britain is reportedly now looking to the current U.S. Social Security system as a way to fix its own retirement programs.

In the United States, many financial experts have weighed in against the Bush plan: “Over the 75-year horizon used to score Social Security reforms, the creation of personal accounts by themselves worsens the financial condition of the Social Security Trust Funds,” according to the American Institute of Certified Public Accountants (AICPA). In a report entitled “Understanding Social Security Reform,” AICPA asserts that “extra funds from outside the program or cost savings from inside the program would be needed to fund the transition” to private accounts.

Almost two-thirds of Americans say they oppose Social Security privatization “if it means an increase in the budget deficit,” according to a poll conducted by the New York Times and CBS News in March.

“The Social Security shortfall is modest,” less than one percent of gross domestic product, and will not be fully felt until at least 2043, says Dean Baker of the Center for Economic Policy and Research. The federal government could close the entire gap simply by eliminating the current $90,000 cap on income subject to the payroll tax, says Mark Weisbrot, co-director of the center.

A Gallup poll conducted in April found 46 percent of voters were “less likely” to support private accounts when they learned the current Social Security system would be fully solvent through 2041 and 70 percent solvent after that.

Retirement Security “Under Attack”

The number of defined benefit pension plans, which guarantee retirees a fixed monthly income, has fallen since 1985 from 112,000 to 35,000 in the United States. The statistic assumes particular relevance in light of the Bush Administration’s attempt to add a private account component to Social Security, says Morton Bahr, president of the 700,000-member Communications Workers of America (CWA).

“Defined benefit plans are under attack,” Bahr told the crowd at a dinner organized in his honor by the Maryland AFL-CIO in March. The Bureau of Labor Statistics reported last year that only 21 percent of private sector workers now have defined benefit plans, down from 41 percent in 1978.

“All our members and working families must see Bush’s plan for what it is: an attack on retirement security,” Bahr said. He called it “more than a coincidence” that California Governor Arnold Schwarzenegger had just announced a plan to replace state employees’ defined benefit plan with a 401(k). Bahr said the strategy is aimed in large part at undercutting the clout of public employee pension funds, which are increasingly seeking a voice in corporate governance.

Citing recent incidents of corporate corruption that have compromised and in some cases decimated the 401(k) plans of companies such as Enron, Bahr said that privatizing Social Security would jeopardize the wellbeing of millions of American retirees. The effects of corporate scandals have been felt throughout the pension industry because other 401(k) plans and mutual funds which had included the affected companies among their investments also lost billions of dollars.

“When we talk about a retirement with dignity and relative comfort,” Bahr said, “there is little room for risk. The polls indicate we are getting the message through, but “the education and mobilization must continue.”
Broad, Bipartisan Support for Maritime Security Program Funding

C. James Patti is president of MIRAID, the Washington, D.C.-based organization that represents U.S.-flag shipping companies engaged in all aspects of our nation’s foreign and domestic shipping trades and which have collective bargaining relationships with the International Organization of Masters, Mates & Pilots (MM&P). MM&P International President Timothy Brown is chairman of MIRAID’s Executive Committee.

A bipartisan group of representatives from all parts of the country have joined the effort to secure full funding for the new, expanded Maritime Security Program (MSP) in fiscal year 2006. The new MSP, signed into law by President George W. Bush in 2003, expands the current 47-ship program to a fleet of 60 militarily useful U.S.-flag commercial vessels. The new MSP also authorizes a federal payment of $2.6 million to each MSP vessel in fiscal year 2006 to help offset the higher cost of doing business under the U.S. flag—which results from U.S. government-imposed rules, regulations, tax obligations and operating requirements applicable to U.S.-flag ships—but not to their foreign-flag and foreign-crewed counterparts.

To fully implement the new program in fiscal 2006, Congress must appropriate $156 million. Significantly, President Bush included a request for the entire amount as part of his budget submission to Congress. The Administration stated then that the 60-vessel maritime security fleet will help “to meet national defense and other security requirements, and to maintain a U.S. presence in international commercial shipping. The Maritime Security Program, together with the Voluntary Intermodal Sealift Agreement Program and the Ready Reserve Force, assures the Department of Defense (DOD) access to ships and crews during DOD mobilizations, and helps ensure the efficient flow of military cargo through commercial ports.”

Securing full funding for and implementation of MSP for fiscal year 2006 is one of the highest legislative priorities for MM&P and the Maritime Institute for Research and Industrial Development (MIRAID). According to MM&P International President Timothy Brown, “the Maritime Security Program ensures that U.S.-flag vessels and their U.S.-citizen crews will continue to be available to serve our nation in time of war or other international emergency. It recognizes that our fleet must compete on a daily basis with heavily subsidized foreign-flag fleets. Without the support provided by the MSP, the U.S. flag could disappear from the high seas and American maritime jobs would be lost to workers overseas—workers who do not have the loyalty and allegiance to the United States that have always been demonstrated by American mariners.”

Echoing these sentiments, Rep. Duncan Hunter, (R-Calif.), chairman of the Armed Services Committee and the leading congressional proponent for enactment in 2003 of the new MSP program, and Rep. Ike Skelton (D-Mo.), the Committee’s Ranking Democrat, are spearheading a campaign in the House of Representatives to win full funding for MSP. The two have asked their colleagues to join them in signing a letter to the Appropriations Committee, urging it to approve the President’s request for full MSP funding and to appropriate $156 million for MSP for fiscal year 2006.

In their letter, the Armed Services Committee leaders noted that Congress “authorized an expanded MSP fleet based on the recommendation by DOD that the 60-ship level was the most prudent, economical, and necessary solution to address the current and projected security requirements of the United States.” They added
that, “The MSP fleet of U.S.-flag vessels enables DOD to meet its growing demand for modern commercial sealift, for state-of-the-art intermodal logistics management and capability, and for the trained, loyal U.S. citizen seafaring personnel to crew the vessels necessary to support and supply our armed forces in Afghanistan, Iraq and elsewhere in the world.”

With the strong support and active participation of MM&P and MIRAID, 69 additional representatives agreed to sign the letter. These representatives have demonstrated a clear commitment to the economic and military security of the United States. By signing the letter, they have put American-flag vessels and American jobs ahead of foreign shipping interests, and they have put the best interests of the United States first. They have each earned our gratitude. The 69 representatives who joined Congressmen Hunter and Skelton are:

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|                            | Nick Rahall (W.Va.)      |
|                            | Eliot Engel (N.Y.)       |
|                            | Tim Ryan (Ohio)          |
|                            | Lane Evans (Ill.)        |

On March 18, the deadline for submitting such requests, the letter was delivered to the Appropriations Subcommittee on Transportation, Treasury and Housing, which has jurisdiction over the appropriation of funds for the MSP program and the Maritime Administration. Over the next two months, the subcommittee is expected to hold hearings on the Administration’s budget requests for MSP and other programs.

In the Senate, MM&P and MIRAID are involved in a parallel effort spearheaded by Senators Trent Lott (R-Miss.) and Barbara Mikulski (D-Md.)
Maritime Unions Seek Joint Position On TWIC Mariners’ Identity Cards

Mike Rodriguez

Seafaring labor is in the process of formalizing its position with regard to the Transportation Worker Identification Credential (TWIC). The TWIC, which was mandated by the Maritime Transportation Security Act of 2002, is intended to identify the bearer and facilitate access to port facilities. MM&P has taken the lead on the issue by hosting a teleconference and circulating a draft position paper. Ultimately the goal is to provide formal comments during the rulemaking process to address the concerns of mariners.

Chief among MM&P’s concerns are: the amount and type of information that will be available directly from the card; the criteria for issuing a TWIC; and the card’s conformance with the Seafarers Identity Document (SID) established by Convention 185 (C185) of the International Labour Organization of the United Nations.

Throughout discussions with government and industry groups, MM&P has maintained that the less information available on the card, the better. Proposals have in fact been put forward that would make personal information—such as medical records, employment history and criminal history—available on the card itself. MM&P views this as an invasion of a mariner’s privacy that carries with it the potential for abusive use of the information. The ILO Convention would limit the contents of the card to a biometric marker and information necessary to identify the mariner.

Another major consideration for maritime labor will be the TWIC card’s acceptance overseas: compliance with the C185 standard, to ensure universal acceptance, will be paramount. Mariners must not be required to carry more than one card. Taking that notion a step further, MM&P is insisting that the TWIC replace the Merchant Mariner’s Document now in place.

There is considerable pressure on government working groups to develop recommendations for the TWIC program. This has led to proposals to adopt standards that may not make sense for merchant mariners. For example, the TWIC working group is moving toward adopting the Hazardous Material Certification Guidelines as the criteria for denying a TWIC. MM&P’s position is that the hazmat guidelines are meant to apply to people such as truck drivers, who have direct access to and control over shipments. Mariners have little access to shipments of hazardous materials stowed aboard their ships.

Among the other issues on which MM&P is focusing is who should pay for the TWIC. Reducing threats to security is a role of government. Society as a whole benefits from the increased security that would derive from a better identification system. For this reason, mariners should not have to pay for certain costs of the system, such as background checks. Another concern is the tendency of some state or local governments to impose their own criteria for issuing identification cards. This simply would not work for mariners, who travel from state to state and country to country. Federal standards must apply and must preempt those enacted by the states.

MM&P is committed to working with government and industry officials toward a more secure maritime transportation system. The goal can only be realized by the adoption of standards that are both effective and reasonable, and that do not overly burden the system or those who work as a part of it.

Mike Rodriguez is the executive assistant to MM&P President Timothy Brown.
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The growing trend of governments to bring criminal charges against seafarers involved in accidents that result in pollution took high priority on the agenda at recent meetings of the International Officers Forum (IOF) and the International Transportation Workers’ Federation (ITF) Seafarers Section Conference in Rio de Janeiro. The IOF, a recently constituted forum for officer unions to establish policy and coordinate efforts on issues affecting masters, mates and engineers, met prior to the ITF meetings to consider issues of particular concern.

IOF members agreed that recent actions by Spain, Pakistan and the United States, as well as a proposal by the European Commission to make the accidental discharge of oil by ships a criminal offense, require that maritime unions develop a policy to protect their members against unfair treatment.

Progress on the political aspects of the problem is being made through the Joint IMO/ILO Expert Working Group on the Fair Treatment of Seafarers, which is moving to develop international guidelines to define the types of conduct that would be considered criminal acts.

It was decided at the IOF meeting that efforts to deal with the problem both politically and defensively, on a case by case basis, can best be accomplished internationally by the officers’ unions within the framework of the ITF, which is very active in defending the rights of seafarers in cases in which accidental pollution occurs. Participants in the Seafarers Section Conference underlined the fact that the MARPOL Convention establishes that accidental, or non-intentional, pollution should not constitute a criminal act. There is concern that if the European Union (EU) adopts laws making accidental pollution a crime, its next move will be to seek amendments to bring the MARPOL Convention into conformity with the new EU position.

The criminalization of unintentional accidents violates the traditional view that a criminal act requires criminal intent. If an accident can lead to criminal prosecution, the question of how seafarers should respond to maritime casualty investigators comes to the fore. There is, in fact, no guarantee that the information gained in the course of an investigation would not be used later in a criminal prosecution. This means that those who cooperate in such an investigation could well be incriminating themselves. The best advice for a seafarer involved in such a case may be to demand independent legal counsel and, in its absence, say nothing. But, the right to remain silent in the face of an investigation varies from country to country, and should be exercised with caution.

At the conclusion of the discussion, the ITF Seafarers Section urged the ITF Secretariat and member unions, in anticipation of a growing problem, to consider forming an international network of unions and criminal defense attorneys to assist and support seafarers at the preliminary stages of accident investigations. Ultimately such a network should be supported by employer contributions to a legal defense fund.

George A. Quick is MM&P vice president for the Pilot Membership Group.

International Labor Weighs Responses to Criminalization

George A. Quick
Unemployment Issues Revisited

John M. Singleton

Questions about members’ rights to collect unemployment insurance benefits are among the most frequent inquiries made to MM&P’s Legal Department. Several years ago, The Master, Mate & Pilot reported on a number of unemployment decisions that had issued from various states in which “mariner” issues had been litigated. The MM&P Legal Department won cases in New Jersey, Texas, Louisiana and North Carolina.

A favorable ruling in New Jersey

Probably the most important and pressing issue for union members was the effect of receiving vacation payments on eligibility for unemployment benefits. In 1999, MM&P prevailed in a New Jersey case in which the claimant was a deck officer on rotary assignment to Sealand Service. After the claimant had finished his 120-day assignment, he received $16,000 in a lump sum vacation payment. He also registered for work. In that case, the New Jersey State Department of Labor Board of Review had to make a determination as to whether MM&P members were “unemployed” while receiving vacation payments.

One of the most important aspects that the Board was called on to consider was whether MM&P members were prohibited from working while receiving unemployment benefits. The member in question presented evidence showing that no fewer than 223 union members had obtained work while on their vacation period during the first six months of that year. That was enough evidence to persuade the Board that there was no prohibition against working. In this case, the Board also found that the vacation payment did not extend the claimant’s period of unemployment because he had no definite date for returning to work and no definite employer. The result might have been different had he been a permanent employee. The citation for this case is In Re: Hatley, BR Docket No. 97-B-04181-000-RO.

Cases in Michigan and New York

In both Michigan and New York, the courts were also somewhat inclined to uphold the union members’ point of view. In a 1950 case, the Michigan court found that receiving bonus payments in lieu of vacation payments did not act as a bar to receiving unemployment benefits. In an older case, the New York courts found that certain vacation-type benefits conferred under a collective bargaining agreement also did not preclude a worker’s right to receive unemployment benefits.

The tide turns

Unfortunately, however, most other states have ruled that vacation benefits do act as a bar to receiving unemployment benefits. Although originally MM&P received a favorable ruling in the state of Louisiana, after numerous appeals and legislative changes, that state has now firmly determined that the receipt of vacation benefits will prevent our members from receiving unemployment benefits. The trend was the same in most states that the MM&P Legal Department has surveyed.
One area we have been successful in protecting is job search. Our members had at one time been prevented from receiving benefits in North Carolina and other states if they did not visit two employers a week as required by most states’ regulations. This requirement was incompatible with MM&P’s hiring hall system, which does not envision this type of job search. The Seafarers International Union also went to court over this issue in North Carolina. Eventually, MM&P proposed minor language changes to the regulations in that state to allow our members to collect benefits. Since then, the issue has come up in many states, including New Jersey and Texas. Officials in each of these states initially did not understand that in the maritime industry, our members do not send out resumes or visit employers the same way that other prospective employees engage in a work search. In our battle for unemployment benefits, we had to educate these states about how our union halls assist our contract employers in assigning members to work. Since the successful cases in those states, no further problems in this arena have been reported to the MM&P Legal Department.

Unfortunately, however, most other states have ruled that vacation benefits do act as a bar to receiving unemployment benefits.

Coast Guard and License Renewal Issues

Since the 9/11 tragedy, the Coast Guard and the Department of Homeland Security have each taken a different approach regarding the information that must be listed on the application for license renewal. The application requires the applicant disclose all convictions for any misdemeanor or felony offense. In the past, the Coast Guard may have been more lax in policing the information provided and some people may have provided incomplete information. It is now imperative that anyone completing an application list all information, whether or not it had been previously disclosed on prior applications. It is a far more serious offense to lie on an application than it is to have had a prior offense. Many have become tangled in the system when they did not list offenses for which they received a probation before judgement or some other verdict or result which did not result in an actual conviction being entered into their record. For purposes of a Coast Guard application, such an occurrence must now be listed. In fact, offenses must be listed regardless of age. Even if they happened before the ice age, they must still be listed. Remember, it is always safer to list something than to be accused of lying on an application.

Gabriel A. Terrasa is MM&P’s associate counsel.

MM&P International Counsel John M. Singleton and Associate Counsel Gabriel A. Terrasa manage all the union’s legal affairs.
Administrator’s Column: May – June 2005

Understanding Your Explanation Of Benefits Statement

Valerie Verrecchio

The Employee Retirement Income Security Act (ERISA) requires that all health and benefit plans, including ours, provide written notification of benefit determinations to participants and/or their beneficiaries. This information takes the form of an “Explanation of Benefits” statement, or EOB. Mailed after a claim has been processed, the EOB explains who was paid, how much was paid and when. Since the statement includes a wealth of information, it is sometimes difficult to understand which items are important to you as a participant. To help members interpret their EOBs, I will explain, line by line, the attached explanation of benefits I myself received after a visit to an orthopedic hand specialist.

Side 1 of the EOB

1. In the upper left hand corner, we find the name and address of the member covered under the Plan.
2. Provider: The name of the clinician or facility which performed the services.
3. Provider ID: The unique identifier used by the clinician for tax and billing purposes.
4. Claim #: The number the Plan uses to reference this particular claim.
5. Patient: Indicates whether services were rendered to you or one of your dependents.
6. Member ID: The member’s encrypted Social Security number, used by the Plan to reference an individual’s eligibility status and claims history.
7. Check #: If a payment from the Plan is included with the EOB, a check number is listed here.
8. Procedure: A brief description of the service performed.

9. Date of service: This means exactly what it says. When the procedure is performed on an outpatient basis, the “to” and “from” dates are the same.
10. Billed amount: The amount the provider billed the Plan for the service.
11. Not covered: The portion of the charge disallowed by the Plan. In this example, the provider’s charge is within the usual and customary range for the procedure, so all of it is covered.
12. Covered charges: The amount allowable under the Plan’s rate schedules, based on the specific procedure and on the geographic location in which the services were performed.
13. Contract rate: The discounted rate for the procedure as determined by a contract with First Health or MultiPlan, the Plan’s PPO networks. If the provider participates in First Health or MultiPlan, the contract rate is the maximum he or she can charge. For a covered service or procedure, our members will never have to pay more than the contract amount, even in cases in which the Plan deductible has not been met and the member is responsible for the charges.
14. Deductible/co-pay: The amount that must be paid by the member as a result of the annual plan deductible, the $15/$25 office visit co-pay and the $150 out-of-network deductible. This amount is the responsibility of the member or his/her family. For example, I will pay a total of $159.30 on the claim shown.
15. Pay %: The percentage of the specific charge covered under the rules of the Plan. For example, since optical benefits are covered up to the $360 limit every two
years at 100%, the Pay % line for benefit payments under this scenario would read 100%. If, on the other hand, the charge were for diagnostic tests, the line would read either 70% or 90% (in-network vs. out of network). In my example, the Pay % line is blank because the Plan made no payment for this claim since I had not met my deductible.

16. Amount paid by other Plan/Medicare: The amount paid either by Medicare or, if the member’s spouse is employed and covered by another health plan, by another insurance company.

17. Benefit payment: The amount of the benefit payable for the claim, in this case, $0.00.

The bottom of the EOB is reserved for messages about the claim. If the claim is for services rendered by a PPO provider, in other words, a provider who belongs to either the First Health or the MultiPlan network, a message to that effect will appear on the EOB. This section also lists the contracted rate (in this case, $159.30), along with the amount the claim was reduced by ($127.70). Because I had not met my 2005 annual deductible, the claim shows I am responsible for $159.30, the full payment of the contracted amount. Note, however, that I saved $127.70 by using a PPO provider!

The message also indicates how much of my annual individual and family deductibles have been met and how much remain.

The last line refers to which Plan rule and/or regulation was used to determine how the claim was paid. For some types of claims, for instance, those involving chiropractic care, there would be information here about how many visits I had already used and how many remained under my benefit. In another example, if the claim were for services covered under the Annual $1,000 Physical Benefit, this message would note how much of the benefit remained.

**Side 2 of the EOB**

This language, which is required by Department of Labor regulations, informs participants of their rights under Plan Rules and Regulations, most specifically as they relate to appeals procedures and required time frames applicable to benefit determinations.

A Note on Dental EOBs: The EOB for dental services comes directly from Delta Dental, which administers our dental benefit. If you find discrepancies in a dental EOB, please contact the Plan Office since our benefit plan—not Delta—dictates how benefits are paid.

**Participant Status Reconciliation Forms**

In June, the Plan Office will begin sending participant status forms and new permanent data cards to all members with current or recent eligibility under the Health & Benefit Plan. We ask that you review the information for each of the Plans listed on the form and complete and sign a new card. The purpose of asking that members complete new cards is to make sure that the Plan Office has the most up to date information. We ask all members to complete a new permanent data card, regardless of whether or not they have corrections, and return it to the Plan Office in the postage paid envelope enclosed with the card.

**How to Reduce Your Taxes And Save for Retirement**

With April 15 just behind us and the ink barely dry on checks to the IRS, members who are looking for ways to reduce taxes in the coming year might consider taking advantage of the 401(k) option under the IRAP. This option allows members to make voluntary, pre-tax contributions by payroll deduction and invest in a diverse array of options offered through Fidelity Investments. The tax benefits are clear. In 2005, the annual limit for pre-tax contributions to a 401(k) is $14,000, with additional catch-up contributions of $4,000 for taxpayers over 50. This means if you are over 50, you can reduce $100,000 in taxable income to $82,000 in taxable income simply by directing the $18,000 maximum in pre-tax dollars to the 401(k).
In this example, depending on your filing status, by lowering your taxable income by $18,000 you could reduce your federal income tax by as much as $4,500 for the filing year. Elective deferrals to the 401(k) will benefit all members in most, if not all, the following ways:

- Your take-home pay will not be reduced by as much as your pre-tax deduction. For additional information, go to www.netbenefits.com, the Fidelity website, and use the Take-Home Pay calculator.

- You won’t be taxed on any interest earned on your investment while it is in your 401(k) account.

- You won’t pay taxes on the money until you retire and then, if you roll over your 401(k) balance, you will only pay taxes on the amounts that are actually distributed to you during the course of each year.

- You’re building your retirement savings account balance!

When thinking about participating in the 401(k) option, there is one other aspect you should consider. The Internal Revenue Code (IRC) requires that, each year, the Plan perform a non-discrimination test on the 401(k) portion of the IRAP Plan. In recent years, some members have been notified that their contributions exceeded the maximum allowable contribution for their specific group and a portion of their money was returned to them. The IRS established these limits to assure that those whom it designates as highly compensated employees cannot make a higher percentage tax-deferred contribution to a 401(k) retirement plan than would be allowed for non-highly compensated employees in the same group who were eligible to make contributions but chose not to do so. The only way to eliminate the problem in the future is to succeed in convincing all eligible members to make voluntary contributions to the 401(k) Plan.

If you are unsure as to whether your Collective Bargaining Agreement allows for 401(k) participation, contact your employer or the Plan Office. If you are eligible to contribute, we can provide 401(k) enrollment forms and information on the investment options through Fidelity.

Attention All Members

A Baltimore law firm, Ashcroft & Gerel is once again sponsoring two $2,500, one-time-only scholarships for college students whose immediate family members belong to a Baltimore-area AFL-CIO affiliated union. One scholarship is for undergraduate students and the other is for graduate students. The dependents of all MM&P members in good standing, regardless of membership group, are eligible to apply.

If someone in your family would like to apply for the scholarship, please e-mail Jack Betts in the Plan Office at mmplansjb@aol.com to request an application. Please include your name and address. Completed applications must be returned to the Plan Office by Aug. 15, 2005, to allow time for MM&P to verify your membership prior to submitting the application to Ashcroft & Gerel for consideration. You can also call 410-850-8600 for more information or to request an application.
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Wilmington (N.C.) Pilots  
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Herman W. Bierhorst, 84, died Nov. 6. A pensioner since 1985, he last sailed for Delta Lines, as third mate, on the Del Sol. His interests included building model boats and flying model airplanes, fishing, riding bicycles and gardening. He is survived by: his wife; two daughters; a son; five grandchildren and a great-grandchild.

Weldon E. Bigham, 77, died Oct. 27. A pensioner since 1982, he last sailed for Lykes Brothers SS Co., as chief mate, on the Ruth Lykes. He was a member of the Unitarian Universalist Fellowship and the Sons of the American Revolution, and a sponsor for the Ralph Wilson Youth Clubs of Temple. He is survived by a niece, Charlene Bigham.

James J. Cahill, 82, died Nov. 19. A pensioner since 1980, he last sailed for Sealand Service Inc., as third mate, on the SS Sealand Venture. He was a resident of Hyannis, Mass.

Robert C. Carraway, 80, died Dec. 26. A resident of Jacksonville Beach, Fla., and a pensioner since 1984, he last sailed for Maritimo Overseas, as chief mate, on the SS Overseas Alice.

Capt. Seth Hildrey Cogsdale, 76, died March 9. He first sailed as an ordinary seaman in 1944, on the Josiah G. Holland, when he was 16 years old. During his 45-year career, he worked primarily for Ogden Marine Inc. He also worked as a Panama Canal pilot. He last sailed in 1990, for the Kuwait Oil Tanker Company, as master of the Gas Prince.

After retirement, although he kept busy with home repairs, auctions and college courses, he found it difficult to find a substitute for his love of the sea. He is survived by: his wife, Earlene; a daughter, Parris Russo, and her husband, David; a son, Seth Jr.; and a grandson, Nicholas Russo.

Maurice D. Cox, 79, died Nov. 1. A resident of Olympia, Wash., he had become a pensioner in 1981. He last sailed for Sealand Service Inc., as third mate, on the SS Newark.


Capt. Louis H. Fuelling Jr., 86, died Dec. 1. A resident of Pompano Beach, Fla., he had become a pensioner in 1971. A devoted family man, he enjoyed working in the garden. He is survived by: his wife, Margaret; five children, Judith, Derek, Beverly, Gail and Craig; 15 grandchildren; eight great-grandchildren.

Capt. George B. Garwood Jr., 82, died Dec. 20. A resident of Lady Lake, Fla., he had become a pensioner in 1984. He began his seagoing career in 1942, sailing unlicensed deck ratings until he obtained his master's license. He last sailed for Pelican Marine Carriers Inc. as master of the SS Louisiana Sulphur. He is survived by: his wife, Margaret; daughters Dianne, Peggy and Gail; seven grandchildren and three great-grandchildren.

James Harris, 84, died Dec. 15 in Kansas City, Mo. A pensioner since 1984, he last sailed for Pelican Marine Carriers Inc., as third mate, on the Louisiana Brimstone. He is survived by: his wife, Dorothy Elizabeth; sons Clay and Andy; daughter Emily Goff; four grandchildren; two great-grandchildren; and a sister, Joan Cook.

Bland Height, 80, died Dec. 11. A pensioner since 1984, he was a resident of Belmar, N.J. He last sailed for Sealand Service Inc., as second mate, on the SS San Pedro. A lifelong resident of the Jersey Shore, he enjoyed boating and fishing, as well as taking long drives along the ocean. He is survived by his sister, Vivian, and generations of nieces and nephews.
S. Perry Jackson, 80, died Nov. 13. A resident of Palm Beach, Fla., he had become a pensioner in 1985. He last sailed for Trinidad Corp., on the USNS Columbia, as master. In his free time, he enjoyed working with stained glass. He is survived by his wife, Dorothy, and a daughter, Linda.

James Johansen, 80, died Dec. 4. A resident of Mary Esther, Fla., he had been a pensioner since 1966. His last employer was the U.S. Army.

William F. Johnston, 84, died Nov. 15. A resident of New Fairfield, Conn., he last sailed for Keystone Shipping Co. Inc., as radio electrical officer, on the SS Tonsina. He was a ham radio operator and a captain of the civil air patrol. He enjoyed skiing, swimming, hiking and serving as a counselor to youth groups. He is survived by his wife, Anne, and his sons, Robert and Steven.

Capt. John P. Kauserud Jr., 88, died Dec. 9. A resident of Fowlerville, Mich., he had been a pensioner since 1969. He last sailed for Isthmian Lines Inc. as master of the SS Steel Architect. He is survived by: a son, John P. Kauserud III; a brother, Robert; and grandsons Peder, Kristopher, Robert and Kiel.

Raymond James Little, 86, died Nov. 4. A resident of Tualatin, Ore., he had become a pensioner in 1983. He last sailed for Joshua Hendy, as chief mate, on the USNS Suamico. He is survived by his wife, Irene.

Charles Lord, 51, died Nov. 12. A resident of Sebastian, Fla., he last sailed for Patriot, as second mate, on the Yano. In his free time, he loved to paint. He is survived by: his wife, Vivian; his parents, Charles and Joan Lord; a sister, Charlene Hines; and a brother, Parker Alan Lord.

Stewart F. MacDougall, 87, died Dec. 5. A pensioner since 1980, he was a resident of Laguna Woods, Calif., who last sailed for Delta Lines, as third mate, on the Del Oro. He is survived by: a daughter, Diana Lee Albright; two brothers, Don and Peter MacDougall; and three grandchildren.


Herbert J. Mohr, 89, died Dec. 2. A resident of Staunton, Va., who last sailed for Mormac as chief mate on the Mormac Tide, he had become a pensioner in 1980.

Forrest P. Moran, 82, died Nov. 21. A resident of Eureka, Calif., he had become a pensioner in 1991. He last sailed for American President Lines as master of the President Hoover.

Michael Noell Quinn, 84, died Nov. 10. A resident of San Francisco, he last sailed for States Lines, as third mate, on the Oregon. He became a merchant mariner after serving in the Navy. He traveled extensively throughout the world, developing a deep love of history and politics. He enjoyed sailing in San Francisco Bay and the Delta. During his lifetime, he accumulated 2,000 hours of volunteer service for local hospitals. He is survived by four nieces and nephews and seven cousins.

Capt. Raymond W. Racouillat, 86, died Dec. 15. He last sailed for Sealand Service Inc. as master of the Sealand Patriot. After his retirement in 1986, Capt. Racouillat spent his free time fishing and taking care of his grandchildren and great-grandchildren. He is survived by: his wife, Jerine; a daughter, Dorene Frances; a son, Jeff; grandsons, Brian and Scotty; and three great-grandchildren, Justin, Brandon and Rebecca.
Capt. Charles E. Rhodes, 52, died Feb. 15. A San Francisco Bar Pilot and a member of three divisions of MM&P, he grew up in Alameda, Calif. The son of one of San Francisco Bay’s senior tug masters, his maritime career began as a deckhand on tugs and ferries while in high school, where he starred in football as a fullback and a linebacker. He left the Bay Area to attend college on a football scholarship but returned after a year to the lure of ships.

After graduating from the California Maritime Academy in 1978, he began his sailing career at Military Sealift Command. He came to MM&P’s Offshore fleet in 1980 as a second mate with Central Gulf Lines. He continued in both the tanker and dry cargo fleets until 1987, sailing as chief mate on U.S. Lines’ Econo-class ships and for CalRice Transportation on the California. He later returned to his San Francisco Bay roots, going to work in the MM&P Pacific Coast Inland Division at Oscar Niemeth Towing, where he quickly rose to tugboat master. In July 1988, he was accepted into the San Francisco Bar Pilots’ training program. He received his commission as a full pilot in December 1990 and became a member of MM&P’s Pilot Group.

During his career, Capt. Rhodes planned the passage of and piloted a controversial shipload of spent nuclear fuel rods; planned for and piloted a heavy-lift ship of new post-panamax container cranes which cleared the San Francisco-Oakland Bay Bridge by less than two feet; helped pilot the battleship Iowa as a dead-tow into the Maritime Administration’s reserve fleet; worked on the Al Zampa bridge construction over the Carquinez Strait where, for the first time, prefabricated sections of roadbed were lifted directly from a ship into position on the bridge’s suspension cables; helped the U.S. Coast Guard (USCG) and the Bar Pilots coordinate the implementation of the Sea Marshal Program and the training of USCG personnel in all-weather open-ocean boarding and disembarkation.

In January 2005, Capt. Rhodes was honored by the San Francisco Board of Supervisors for his exemplary service as a pilot. In tribute to his lifelong involvement in his hometown, the 2005 season of the Alameda High School Hornets has been dedicated to him. The San Francisco Bar Pilots have retired his pilot designator, unit “C”harlie, to honor him as well. He will always be remembered as a great shipmate. He is survived by his wife, Pam, and by four children, Tiffany, Megan, Nick and Chuck.

Capt. Michael Sosko, 75, died Dec. 9. A pensioner since 1995, he last sailed for Central Gulf as master of the SS Green Valley.

Fred J. Till Jr., 75, died Dec. 2. A resident of Beaufort, S.C., he last sailed for Amoco Shipping as third mate of the Amoco Delaware.

Capt. H. James “Jim” Titus, 78, died April 6. A graduate of the New York State Maritime Academy, he served in the Pacific as a merchant mariner during World War II. He was second mate on the SS Chapultepec and participated in the Leyte Gulf Invasion in the Philippines. In the summer of 1945, he served in the North Atlantic and the Mediterranean aboard the Liberty ship SS Benjamin Bourne.

When the war ended, he began sailing as a licensed deck officer. For 26 years, he sailed as master of vessels of various sizes for companies including Trinidad Corp. When the Alaska pipeline opened in Valdez, his tanker, the SS Soho, was in the first group to load fuel. His last command, which ended in 1978, was the SS Fort Worth. He came ashore to take up the position of Houston port agent for the Masters, Mates & Pilots, a role he held for seven years, until his retirement in 1985.

James W. Troyer, 84, died Dec. 22. A resident of Fresno, Calif, he had become a pensioner in 1980. He last sailed for American President Lines, on the President Tyler, as third mate.

Stanley J. Wood, 81, died Nov. 7. Known to his friends as “Shady,” he was a resident of Chalmette, La. During World War II, he served in the U.S. Navy. He last sailed for Lykes Brothers SS Co. as third mate on the Genevieve Lykes. In 1980, while he was serving on the SS Margaret Lykes, he received an award for rescuing the crew of a vessel abandoned in the Caribbean Sea. He enjoyed playing golf, traveling and visiting casinos. He is survived by: his wife, Eve Barrilleaux Wood; a stepson and two step-daughters; three sisters; and a nephew and his wife.
Labor Rights Activist Ottilie Markholt

Activist, human rights defender and labor historian Ottilie Markholt was committed to the deep from the SS Maui on March 6, off the Washington coast. Capt. Don Marshall filed this report:

“This morning at 1020 AM in Latitude 47-00 N, Longitude 125-15 W, 45 miles west of Ocean Shores, Wash., as SS Maui proceeded southbound from Seattle toward Oakland, Calif., officers and crew, including MM&P sister third mate Mary Grimshaw and ARA sister MREO Leslie Lincoln, gathered on the bow to pay final respects to departed world citizen sister Ottilie Markholt. Standby engines were rung.

I spoke of Ottilie Markholt’s marriage to former Seattle Branch agent Bob Dumbroff, of her devotion to her family, to the labor movement and to the Sailors’ Union of the Pacific (SUP), and of her high regard for the membership of the International Organization of Masters, Mates & Pilots. I also spoke of her contributions to bettering the human lot as a citizen, social reformer and writer, and to respecting, protecting and enhancing life rather than destroying or exploiting it.

I then read Ralph Chaplin’s poem “Mourn Not the Dead,” followed by the 23rd psalm from scripture. Ottilie Markholt’s remains were committed to the deep as three long blasts sounded on the ship’s whistle and eight bells were struck. All hands observed a moment of silence. The order of full ahead concluded the service …”

Ottilie Markholt, who died Nov. 25, wrote the definitive study of the struggles of West Coast maritime labor in the 1930s. Her book, *Maritime Solidarity – Pacific Coast Unionism 1929-1938*, highlights the roles played by MM&P Local 90, the Sailors’ Union of the Pacific and other seafaring unions in those turbulent times.

A radical in youth, she was a steadfast trade unionist throughout her adulthood. For decades she was a member of Office & Professional Employees International Union Local 23 and a driving force on the Pierce County Central Labor Council. Besides raising two sons, tending to the family farm, carrying out her daily work and working as a labor and social activist, she also found time to devote to labor history and poetry. Among her many writings are copious notes on the formative days of MM&P Local 90.

Sister Markholt was memorialized Jan. 30 at International Longshore and Warehouse Union Local 23’s hiring hall. Many thanks to SUP branch agent Vince O’Halloran for a moving tribute to her at that service on behalf of seagoing labor.

The following poem, as read by Capt. Marshall aboard the SS Maui, is a fitting tribute to the courageous life of sister Markholt:

“Mourn not the dead that in the cool earth lie
Dust unto dust
The calm, sweet earth that mothers all who die
As all men must;

Mourn not your captive comrades who must dwell
Too strong to strive
Within each steel-bound coffin of a cell,
Buried alive;

But rather mourn the apathetic throng
The cowed and the meek
Who see the world’s great anguish and its wrong
And dare not speak!

—Ralph Chapin, *Mourn Not the Dead*

[Submitted by Don Marcus, MM&P Vice President Pacific Ports]
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The names below represent a partial listing of active and retired MM&P members who have voluntarily contributed $100 or more to the MM&P PCF in the past year. Commodores Club recognizes contributions of $500 or more.

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The names below represent a partial listing of active and retired MM&P members who have voluntarily contributed $100 or more to the MM&P PCF in the past year.

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* These active and retired members have contributed $1,000 or more.
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— MM&P Member Michelle M. Despot, Honolulu, Hawaii
MITAGS Trains High-Speed X-Craft Personnel On STN Atlas Simulator

The U.S. Coast Guard and Navy X-Craft “Sea Fighter” crew recently trained on the simulator at the MITAGS Baltimore campus.

The X-Craft, designed for speeds of up to 50 knots or more, is a high-speed aluminum catamaran with an advanced geometric hull. It will initially be used by the Office of Naval Research (ONR) for hydrodynamic experimentation and as a test bed for hull, mechanical and electrical concepts for the U.S. Navy’s new class of warship, the Littoral Combat Ship (LCS).

“MITAGS STN Atlas offers an exceptional simulation environment for X-Craft personnel,” said Glen Paine, executive director of MITAGS and PMI. “Our full-mission simulator provides the latest generation of photo-textured on-screen graphics, advanced ship maneuvering capabilities and a complete Raytheon integrated bridge system with a Kamewa joystick control for steering.”

MITAGS Instructor Is Advisor to IALA Committee

Eric Friend, head of the Navigational Systems Department at MITAGS, has become an advisory committee member to the International Association of Lighthouse Authorities (IALA), headquartered in St. Germain-en-Laye, France. Friend will advise the group on matters pertaining to vessel traffic systems (VTS).

“The IALA is an international technical association that works to harmonize navigational aids worldwide,” said MITAGS executive director Glen Paine. “Eric Friend’s professional knowledge of VTS systems and navigational aids will assist in further development of the guidelines used by intergovernmental agencies, such as the International Maritime Organization (IMO).”

“The IALA VTS committee is working on common standards that address the needs of mariners, developments in technology and the constraints of aids to navigational authorities,” said Friend. “Our work will ensure that mariners have navigational aids that meet their needs now and in the future.”

The IALA, which was established in 1957, is a non-profit organization that brings together navigational authorities, manufacturers and consultants from around the world. IALA committees work to develop common navigational standards which are ultimately disseminated in the IALA recommendation and guideline publications used by intergovernmental agencies such as the IMO, the International Telecommunications Union and the International Hydrographic Organization. For more information on the IALA and its programs, visit http://site.ialathree.org.
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