

Vol. 43, No. 4  
July - August 2007

The International Marine Division of ILA/AFL-CIO



# The Master, Mate & Pilot

Official Voice of the International  
Organization of Masters, Mates & Pilots



## AHL To Build Three Jones Act Tankers

MM&P Enters the LNG Business

Merchant Officers' Labor Alliance Approved

It's Not Too Late To Fix TWIC, MM&P Tells Congress



# The Master, Mate & Pilot

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### About the Cover

In the tug simulator at MITAGS. MM&P members Sarah Daleo and Kenneth Riffle, recent graduates of the Chief Mate/Master program, monitor the scene outside the Port of San Francisco. Photo Gene Carlson, MITAGS.

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.

## AHL To Build Three Jones Act Tankers

AHL Shipping Company (AHL) has announced plans to build three, shallow-draft, 49,000-DWT Jones Act and OPA90-compliant tankers in connection with a charter agreement with Shell Trading Company. All AHL ships are crewed top-to-bottom by MM&P members. "I am delighted at this turn of events," said MM&P International President Tim Brown. "This is great news for our union and proves that the domestic maritime industry is alive and well, with great prospects for the future."

The three vessels will be the first Jones Act tankers to be constructed under the common structural rules adopted by the International Association of Classification Societies, which came into effect in April 2006. They will also be the first vessels of this size to be built in the United States using the modular construction concept. The vessels will go on long-term time charter to Shell Trading in 2009-10.

Hull construction and final assembly will be conducted at Mobile-based Atlantic Marine Alabama, but several other shipyards and specialty companies, which are under contract with AHL, will also participate. Among them, according to AHL President Richard Horner, are Aker Yards, Louisiana Machinery, R&R Marine

Shipbuilding and Ship Construction Strategies. Horner said the modular construction concept allows different facets of construction to be conducted by the most qualified shipyard, based on expertise levels. The common structural rules are designed to increase the structural integrity and long-term serviceability of vessels.

Vessel attributes include state-of-the-art twin-screw, diesel electric propulsion engine systems that improve efficiency and reduce emissions.

"Shell Trading's commitment to this endeavor through a long-term time charter agreement has helped to make this important project a reality," Horner said.

"These vessels complement our commitment to update and diversify our fleet of double-hull Jones Act-compliant product carriers, while providing additional jobs for U.S. shipbuilders," said Bob Salmon, general manager of Shell Shipping. "AHL's reputation as an experienced marine petroleum transportation specialist complements Shell's high standards for safety and integrity," he said. Salmon said Shell will use the vessels, which will have a cargo capacity of 330,000 barrels, to transport crude oil, chemicals and products within its domestic U.S. trade lanes.

## MM&P Enters LNG Business!

MM&P will crew as many as nine ships for international energy industry leader Suez LNG. The historic agreement, which includes the Massachusetts Maritime Academy (MMA), covers recruitment, training and manning of Suez LNG vessels with licensed deck officers and engineers. "This is a great step forward and shows what can be accomplished when all parties work together," said Maritime Administrator Sean Connaughton, who announced the agreement at a Maritime Day ceremony in Boston.

Suez LNG plans to employ MM&P members and MMA cadets and graduates on as many as nine vessels. The company will deploy three vessels to deliver LNG to the Neptune Deepwater Port, in Massachusetts Bay. Six more ships will operate internationally.

"On a professional and personal level, I am very pleased with the recent signing of MM&P's agreement with Suez LNG and the Massachusetts Maritime Academy," said MM&P International President Tim Brown. "This is a great first step into the LNG business for MM&P, and one that increases our prestige and standing in the maritime community. We will continue to meet the high level of professional standards that MM&P is known for as we move into this new market."

Brown said the driving force behind the agreement has been "the terrific initiative and follow-through" demonstrated by MM&P Director of Special Projects Richard Plant, who "deserves high praise for his hard work and dedication to this project." Brown said Plant is the union's "door opener and authority on LNG." The contract itself will be negotiated by the three MM&P Offshore Vice Presidents: Bob Groh, Don Marcus and Rich May.



Joe McKechnie, senior vice president of Suez LNG, Maritime Administrator Sean Connaughton, MM&P Special Projects Director Richard Plant and Rear Adm. Richard Gurnon, president of Mass Maritime Academy (MMA). MM&P, in coordination with MMA, will crew as many as nine ships for Suez LNG.

"Suez LNG is extremely proud to have formed this partnership with MMA, MM&P and MITAGS," said Joe McKechnie, senior vice president of Suez LNG.

"Our maritime academies are involved in the future through the training of cadets," said Rear Admiral Richard Gurnon, president of MMA. "This step makes the future brighter for them and reassures the public that Americans aboard and offshore will ensure safety for all."

If you are interested in working on the vessels covered under the agreement, send your resume to both: MM&P Special Projects Director Richard Plant - rplant@bridgedeck.org; 410-850-8700 ext. 36 (phone); 410-850-0973 (fax) and MM&P Atlantic Ports Vice President Rich May - rmay@bridgedeck.org; 201-963-1900 (phone); 201-963-5403 (fax).

# NEWS BRIEFS



The *Cape Jacob* in Guam. MM&P members aboard the vessel recently participated in a joint United States/Australia military exercise.

ering U.S. Marine Corps Air Ordnance to Darwin, Australia, as part of a joint United States/Australia military exercise. The MM&P members aboard the *Cape Jacob* were: Captain Joe Klenczar, Chief Mate Mike Lee, Second Mate Kyle Hamill and

## MM&P-Crewed *Cape Jacob* In Operation Southern Frontier

The *Cape Jacob*, which is operated by MM&P-contracted Matson Navigation Company as part of the Maritime Administration's Ready Reserve Force, recently participated in Operation Southern Frontier, deliv-

Third Mate Evan Barbis. The ship was offloaded jointly by Naval Cargo Handling Battalion 1 and the Sailors' Union of the Pacific members on board.

For her support of Operation Southern Frontier, the ship received a Bravo Zulu from the Commander of Task Force 73. The *Cape Jacob*, one of the few remaining C-4 hull "stick ships" under the U.S. flag, was built as the *SS California* for States Lines in 1961. Matson Navigation Government Services has operated the *Cape Jacob* since August 2005.

The vessel is tasked with moving ordnance for CTF 73 in the Western Pacific until September 2007. After completion of her current assignment, she will revert back to Maritime Preposition Squadron 3.

## Memorial Day on *Dredge Wheeler*



Captain Edward A. Morehouse reports that on May 28, crewmembers of the *Wheeler* gathered in front of the ship's bell under the guidance of Captain Jeffrey G. Baker. The bell was struck eight times in remembrance of fallen heroes in our nation's history. One of the crewmembers present, Jimmy L. Gatlin, served in the Army in Operation Iraqi Freedom. Others in the group were veterans of the Army, Navy and Marines. Pictured (left to right): Brian E. Grover, first assistant engineer; Joseph M. Mitchell Jr., third mate; Brian T. Kavanagh, assistant chief engineer; Michael T. Riggle, chief mate; William E. Jones, able seaman; Reginald D. Peoples, chief cook; Jimmy L. Gatlin, third assistant engineer and Belinda Cannon, ship's administrative technician. Maritime Administrator Sean Connaughton had directed all ships in MARAD's Ready Reserve Force to dress ship on that day and ring their bell eight times at 1500Z (UCT). *Dredge Wheeler*, operated by the New Orleans District of the Army Corps of Engineers, is the largest seagoing dredging ship in the government fleet.

## News From the Los Angeles/Long Beach Hall



MM&P members, retirees, their families and friends gathered for a Maritime Day lunch at the American Merchant Marine Veterans Memorial in May. Shown here (left to right) are pensioners Ernie Petersen, Tom Kirker and Ron DeGrazia.



In other news, Dave Boatner, MM&P Agent Pacific Ports (left) and MM&P Pacific Ports Vice President Don Marcus (right) welcomed members of the Marine Engineers' Beneficial Association, represented here by Greg Revers, MEBA Patrolman for Los Angeles, into the MM&P hall under the terms of a space-sharing agreement between the two unions. MEBA also shares space with MM&P in Jacksonville.

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## It's Not Too Late To Fix TWIC, MM&P Tells Congress

There's still time for Congress to address the fundamental shortfalls of the Transportation Worker Identification Credential (TWIC), according to MM&P. The massive access control program, which will eventually cover somewhere between 750,000 and 1.5 million transport industry workers, was recently put on hold until sometime in the autumn by the Transportation Security Administration (TSA). [For more on TWIC, see "News From Headquarters, page 10 of this issue.]

MM&P offered its most recent input in the form of a written follow-up to the testimony presented on behalf of the union by Mike Rodriguez, Executive Assistant to International President Tim Brown. Rodriguez had testified April 12 before the Senate Committee on Commerce, Science and Transportation.

It is standard for senators to submit detailed questions to witnesses as a follow-up to their oral testimony. In this case, senators asked MM&P to provide more information about why the card should be compatible with international standards and why the TWIC program should preempt all state and local access schemes.

The union had testified that TWIC should employ the International Civil Aviation Organization (ICAO) technology standards currently in use worldwide for passports, visas and other travel documents. "We believe that one of the reasons [the TWIC program] is falling behind lies with the policy decision to use the unproven and inappropriate FIPS-201 standard, rather than the widely used and internationally recognized ICAO standards," Rodriguez told the committee in the follow-up to his testimony. "If the TWIC program were designed to comply with the ICAO standards, then TSA and the U.S. Coast Guard would have a much greater chance of meeting the deadlines established by Congress."

The standard chosen by TSA and the Coast Guard is an internal federal government technology format that will never be interoperable with international standards and is untested and unproven on the massive scale required for the TWIC program. As the program is currently envisioned by the government, American seafarers would not be able to use their TWIC cards abroad for access to facilities in foreign ports.

"We understand that TSA and the Coast Guard have invested a great deal of time and money in trying to develop a new technology for the TWIC program," the union said. "However, TSA has issued not even a single working TWIC card five years after being directed to do so by Congress. We believe it is not too late to get the program right by moving forward with a simple, internationally accepted and interoperable identification program based on the ICAO standards."

The union also urged Congress to ensure the TWIC preempts local cards. Under the existing statute, there is no federal preemption. "If individual states and port facilities are permitted to retain their own unique access control systems, the national char-

acter of the TWIC card will be destroyed and the TWIC program will be worthless from the standpoint of mariners, ship service personnel, long haul truck drivers, rail crews and other traveling workers who require a single credential that can be used across the entire system," MM&P said.

Rodriguez reiterated the union's message in a letter to Rep. Loretta Sanchez, who chairs the Subcommittee on Border, Maritime and Global Counterterrorism. The letter rebuts testimony before the subcommittee in April by the TWIC program director, who called TWIC "a single common credential that can be used across the entire network."

The lack of a federal preemption rule means that, "Statements made by the government regarding a 'common' and 'national' TWIC are simply not true," the union wrote. "The effect of this lack of federal control will be that individual states, ports and terminals will launch and retain their own incompatible security systems and the national character of the TWIC card will be lost."

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## MM&P Officials Address AMO Board



MM&P International President Tim Brown and International Secretary-Treasurer Glen Banks addressed the Executive Board of the American Maritime Officers (AMO) at a meeting in June. The two are pictured above with (left to right) AMO National Secretary-Treasurer Jose Leonard and AMO National President Tom Bethel. Brown and Banks answered questions from members of the AMO Board, particularly with regard to the Merchant Officers' Labor Alliance (MOLA), which was recently approved by members of MM&P and the Marine Engineers' Beneficial Association. Brown said he was "grateful for the invitation to address the AMO Executive Board." He thanked Bethel, Leonard and the other members of the AMO Board for their hospitality and courtesy. Bethel has been invited to address the MM&P General Executive Board in July of this year.

# NEWS BRIEFS (CONTINUED)

## LNG Universal Training Standards Move Forward



In parallel to the agreement with Suez LNG and MMA, MM&P spearheaded development of the first-ever set of universal training standards for U.S. mariners operating

in the field of LNG transport. The standards encompass current regulatory requirements as well as other competencies and assessments. The Maritime Administration expects to be able to use the standards in its efforts to encourage the employment of American seafarers on LNG vessels. MM&P's efforts in this area were coordinated by Special Projects Director Richard Plant and MITAGS LNG Consultant Instructor Charles Snyder. Other key players in the standards development process were Chester Urban of Fort Schuyler and the American Maritime Officers and Chris Moore of MARAD.

In an official ceremony held under the auspices of MARAD, Brown, representatives of the maritime schools and the leaders of the other maritime unions signed off on the new standards. Maritime Administrator Sean Connaughton and MMA President Admiral Richard Gurnon also participated in the signing ceremony, which was hosted by the Center for Liquefied Natural Gas in Washington, D.C. Other signatories to the agreement were: the American Maritime Officers, the Marine Engineers' Beneficial Association, the Sailors' Union of the Pacific, the Seafarers International Union, the U.S. Merchant Marine Academy, the California Maritime Academy, the Great Lakes Maritime Academy, the Maine Maritime Academy, the Maritime College of the State University of New York, and Texas Maritime Academy.

## MM&P Members Vote in Favor of Merchant Officers' Labor Alliance With MEBA

MM&P members have voted by an overwhelming margin to approve the Merchant Officers' Labor Alliance (MOLA) with the Marine Engineers' Beneficial Association (MEBA). The agreement, which was the object of a 90-day ballot, was approved by a vote of 1,720 to 170, or 91 percent. The votes were tallied June 19. MEBA members had earlier approved the alliance by a vote of 745 to 426.

"Passage of this agreement is an excellent first step in bringing our two unions into synch with each other and with the other sectors of the American Merchant Marine," said MM&P International President Timothy Brown. "The Masters, Mates & Pilots and the Marine Engineers' Beneficial Association share the same culture, the same types of health and benefit plans and the same interest in a strong American Merchant Marine. It is clear from this vote that both membership groups realize there are far more issues that unite us than there are that divide us," he said.

Under the terms of the agreement, the next step will be appointment of three MM&P officers and three MEBA officers to serve on a joint operating committee (JOC). The committee will pursue joint collective bargaining efforts, Washington advocacy work and organizing campaigns. In addition to the officers, each union can appoint one rank-and-file member from the Atlantic, Gulf and Pacific coasts to serve as an alternate director of the JOC.

The JOC will also appoint a committee to put together a draft unification agreement that takes into account similarities and differences between MM&P and MEBA in areas including constitutions, by-laws, shipping rules and collective bargaining agreements. The MOLA specifies that any subsequent unification agreement would be subject to the ratification of each organization's members in separate, secret-ballot votes.

## Mark Your Calendar MM&P 2008 Convention Dates Announced

The 82nd Convention of the International Organization of Masters, Mates & Pilots will be held June 23-25 in Linthicum Heights, Md. The convention will kick off at 1000 on June 23. Only members in good standing for two continuous years in payment of their union dues are eligible to run for elected office. The two-year period for good-standing as far as nominations is April 1, 2006, through March 31, 2008. Members in good standing as of June 30, 2008, are eligible to vote.

## Pilot Group Elections and Selections

Several pilot groups have announced changes in leadership for the current year. Steve Baker has been elected president of the Hawaii Pilots for 2007. The United New Jersey Sandy Hook Pilots have announced that R. J. Schoenlank is president of the executive committee for 2007. The United New York Sandy Hook Pilots have announced that D.M. Wheeler is president of their executive committee for 2007. Best wishes from the entire organization to these MM&P members in their leadership roles.

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## MM&P-Crewed *USNS Kanawha* in Dramatic Rescue

Military Sealift Command (MSC) fleet replenishment oiler *USNS Kanawha*, with MM&P licensed deck officers on board, participated in the rescue of 16 crewmembers from a disabled North Korean-flagged merchant ship in the Arabian Sea June 25.

*Kanawha* and the French warship *Dupleix* responded to a distress call from the *MV Jai Laxmai* at 6:26 p.m. local time. MSC reports that the ship, which was in danger of sinking, had a disabled diesel engine and was anchored by a weak mooring line in unstable sea conditions, with 10-foot waves and 27-knot winds. *Jai Laxmai* also reported that there was no food or water aboard and that the ship was unable to deploy its lifeboats.

“We were steaming toward the Suez Canal when the rescue tasking was received,” said David Gommo, master of the *Kanawha*. “We steamed 35 miles at top speed to reach the scene.” The two vessels launched their rigid-hull, inflatable boats, or RHIBs, at approximately 9:35 p.m., three quarters of a mile from where the disabled vessel was floating in rough seas.

“This was extreme boating in heavy seas,” said *Kanawha* Chief Mate Will McDermott, who manned the RHIB along with others. They made two trips to *Jai Laxmai*, evacuating six mariners at a



time to *Dupleix*. *Dupleix*'s RHIB retrieved the other four members of the disabled vessel's crew.

“Once on board *Dupleix*, all 16 rescued crew members were found to be in good health and were subsequently transferred ashore in Salalah, Oman,” said Gommo.

“The quick and brave actions of *Kanawha*'s crew represent the finest traditions of mariners helping other mariners in need,” said U.S. Navy Captain Glen Sears, commander of Sealift Logistics Command Central and CTF 53.

*Kanawha* has been supporting U.S. Navy and coalition ships operating in the Middle East since March 20. The ship, with 90 civil service mariners, deployed from the United States in February.

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## Happy Retirement, Frank Reyes!



Frank Reyes, long-time MM&P Offshore Representative in San Juan, has decided to retire. MM&P Atlantic Ports Vice President Rich May, United Inland Group Representative Eduardo Iglesias and Luiz Ramirez, who also represented MM&P in San Juan, were among the well-wishers who stopped by to see Frank on his last day. Among the photos taken was this one, with Rich May, beside an anchor which Frank says, appropriately, “has finally dropped.” Frank will be greatly missed by all the members and officers who have transited through the San Juan Hall over the years. MM&P thanks Frank for the many years of dedicated service to the organization and its members.

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## MM&P Seamanship Award to Kellen Murphy



Kellen S. Murphy received the Masters, Mates & Pilots Seamanship Award from MM&P Atlantic Ports Vice President Rich May at the Mass Maritime Graduation ceremony on June 16. Kellen has been an associate member of the union since January 2005. His father, Joseph, and his brother, Shane, are also MM&P members. The MM&P Seamanship Award is presented to the officer with whom one would most like to sail.

# NEWS BRIEFS (CONTINUED)

## USNS Richard E. Byrd Christened

The USNS *Richard E. Byrd*, fourth in the Navy's order of eleven new T-AKE 1 class ships, was christened May 15. The *Byrd* will deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's carrier and expeditionary strike groups and other naval forces underway. The T-AKEs have the largest cargo-carrying capacity and the largest flight deck of any combat logistic force ship afloat. The 689-foot *Byrd* is scheduled to be delivered to the Navy in November of this year. It will be crewed by 124 civil service mariners and 11 military personnel.



MILITARY SEALIFT COMMAND

## Merchant Mariners Honored at Washington Maritime Day Commemoration



MM&P International President Tim Brown, Sailors' Union of the Pacific President Gunnar Lundeberg, Maritime Administrator Sean Connaughton and MM&P International Secretary-Treasurer Glen Banks honored our country's merchant mariners at the Washington Maritime Day commemoration.

## SS John Brown Sets a Course for New England

Notice to all hands! The Liberty ship *John W. Brown*, a fleet member of the Historic Naval Ships Association, will visit New England in August on a three-week Yankee Adventure. A cargo/troop ship that participated in the fight against Nazi Germany in World War II, the *John W. Brown* is an ambassador from the past, crewed entirely by volunteers, including World War II veterans and MM&P members.

On Aug. 11, the *John W. Brown* will leave her home port of Baltimore to navigate the Chesapeake Bay, Chesapeake and Delaware Canal, Atlantic Ocean and Block Island Sound. On Saturday, Aug. 18, she sails from 10 a.m. to 4:00 p.m. with up to 730 passengers on a living history cruise down the Fore River in Portland, Maine.

The *Brown* repeats the cruise in Boston Harbor on Aug. 24, starting at 9:00 a.m. Passengers will be able to watch as the *USS Constitution*, the world's oldest commissioned warship afloat, turns around in the harbor. The *Brown* will be berthed during her Aug. 23-28 visit at Pier 4, Charlestown.

MM&P members are among the sponsors of the *John W. Brown*. Music for the Boston Harbor cruise will be provided by the Boston Pops All Stars and soloists who will perform five songs written by MM&P member F. John Nicoll.

For more information about the *John W. Brown*, contact Ernest F. Imhoff, 410-669-5989 or ernimhoff@aol.com.

Union leaders, military officials and maritime industry representatives honored the nation's merchant mariners in a number of ceremonies held across the country in the latter part of May. In Washington, MM&P



Rep. Gene Taylor, a staunch supporter of the U.S.-flag maritime industry, and Brown.

International President Tim Brown and International Secretary-Treasurer Glen Banks joined leaders of the American Maritime Officers, the Marine Engineers' Beneficial Association, the Sailors' Union of the Pacific and the Seafarers International Union in a ceremony organized by MARAD.

Speakers at the Maritime Day commemoration and the wreath-laying that followed included Maritime Administrator Sean Connaughton, Congressman Gene Taylor (D-Miss.), and Rear Adm. Robert Reilly, commander of Military Sealift Command. "If we truly want to honor those thousands of men who gave their lives in World War II, we have to invest in a strong shipbuilding industry and in the maritime industry as a whole," Taylor told the crowd. He called the U.S. maritime industry a perfect example of "Americans working for Americans."



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## Merchant Marine Veterans at MITAGS



Frank Dooley, AMMV president; (bottom right) Brown with Ray Armitstead; and (top right) MITAGS instructor John Carlisle in the planetarium with members of the Hoffman Island Radio Association and their families.



Members of the American Merchant Marine Veterans (AMMV) and the Hoffman Island Radio Association (HIRA) celebrated their conventions this year at MM&P's training institute, MITAGS.

During the proceedings, members of "the greatest generation" were given special recognition at a celebration organized by the Chesapeake Chapter of the U.S. Merchant Marine Academy at Kings Point. Speakers at the event included Congressman Elijah Cummings, chairman of the House Subcommittee on Marine Transportation and Coast Guard Affairs, the Honorable Helen Delich Bentley and MM&P International President Tim Brown. "This country owes you a great deal of gratitude," Cummings told the merchant mariners who were present.

The Hoffman Island Radio Association is a social organization composed mainly of graduates, instructors and staff at Hoffman Island Radio School, which was operated by the U.S. Maritime Service in New York Harbor between the years 1944 and 1945. The organization is dedicated to preserving memories of the Hoffman Island Radio School and the service of its graduates as radio operators in the merchant marine.



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## Safety Achievement Award to MV Green Lake

An MM&P-contracted vessel and its crew have been honored with the Chamber of Shipping of America's prestigious Ship Safety Achievement Award for 2006. The "Devlin Award" is named in honor of Captain Jones F. Devlin, a safety at sea expert who devoted his entire professional life to promoting safety of life and property at sea. This year, Steve Werse, captain of the *MV Green Lake*, received a Letter of Commendation for rescuing a crewmember who went overboard from the ship last



year. Werse is pictured above with Roger Franz and Lisa Johnston of LMS Ship Management (Waterman/Central Gulf/Sulphur Carriers). (Left) Steve Werse and wife, Bonnie.

## House Panels Move Aggressively on Maritime Issues

C. James Patti



Over the past few weeks, supporters of a strong U.S.-flag merchant marine have taken steps to advance a number of key maritime policy programs and initiatives. These friends of our industry have made it clear that they will use their leadership positions to fight to maintain and attract vessels to the U.S. flag, to stop the outsourcing of American maritime jobs, and to modify or eliminate the regulations and statutes

that adversely affect maritime labor's ability to recruit and retain American seafaring personnel.

These recent, positive actions have been taken by the House Committee on Transportation and Infrastructure and its Subcommittee on Coast Guard and Maritime Transportation; the House Committee on Foreign Affairs; and the House Transportation Appropriations Subcommittee. Although in the context of the overall legislative process the actions taken by these congressional panels are only first steps, they are critical first steps in our ongoing efforts to strengthen our industry and preserve and create jobs for our members.

### Marine highway system

For some time now we and others in our industry have been calling for the development of a short sea shipping marine highway system to help alleviate the worsening congestion along our country's major coastal highway and rail transportation networks. It has been our position that the use of commercial vessels for the carriage of cargo along our coasts in interstate commerce will be a cost-effective, efficient and environmentally sound way to supplement and complement the rail and truck traffic that is already pushed to capacity. A marine highway system, comprised of vessels that are owned by Americans, built in American shipyards, and crewed by Americans, will offer another means for shippers to transport the ever-increasing volumes of imported cargo expected to move in interstate commerce in the coming years.

Concluding that the time for action is now, Rep. Jim Oberstar (D-Minn.), chairman of the Committee on Transportation and Infrastructure, introduced legislation to authorize the Secretary of Transportation to designate short sea shipping routes and to encourage the construction and operation of U.S.-flag vessels for

this system. Among other things, Oberstar's legislation (HR 2701) authorizes federal loan guarantees to facilitate the construction or reconstruction of vessels for short sea shipping transportation projects. It also includes such vessels under the tax deferred Capital Construction Fund (CCF) program, so that vessels built in the United States with CCF funds could operate in the coastwise trades, and the earnings from such vessel operations could be deposited into a CCF. This in turn will help the operator accumulate the private funds needed to build vessels in the United States.

This legislation represents one of the most significant legislative actions taken to date to promote short sea shipping operations. We will be working with Oberstar and his committee to encourage the other House committees, as well as the appropriate Senate committees, to also take quick and favorable action.

### Food aid and U.S. shipping

For the past few years, present and former officials within the Bush Administration have advocated changes to the current system of providing U.S. food aid to combat world hunger. Under the current Title II Food-for-Peace Program, U.S.-produced commodities are donated to feed the poor around the world. Under existing cargo preference laws, 75 percent of these donated agricultural commodities must be transported on U.S.-flag vessels.

The Administration has been advocating a total or partial shift in the current program away from the donation of "in-kind" food aid to a system in which our government would simply provide cash to help needy nations purchase food from local and regional sources. The advocates of this change argue that giving cash will get the aid to the needy quicker than shipping food from the United States. They have not, however, provided any real evidence to show that cash aid would in fact provide a greater measure of relief than the current system, a system that has worked well for more than 50 years.

Under the leadership of Chairman Tom Lantos (D-Calif.), the House Committee on Foreign Affairs favorably reported agricultural foreign aid legislation. Significantly, and under the strong urging of Lantos, the committee reaffirmed the current operation of the Title II Food-for-Peace Program, refusing to entertain any proposal to shift some or all of the Title II funds to a cash aid system. In so doing, the committee also reaffirmed its support for the existing cargo preference U.S.-flag shipping requirements applicable to the carriage of food aid, acknowledging that this foreign aid program provides an important source of cargo for U.S.-flag vessel operations.

We will be working with Lantos and his committee to maintain the current system of food aid as this legislation moves through the House of Representatives and the Senate.

### **Funding for the Maritime Security Program**

Under the Maritime Security Program (MSP), Congress must appropriate funds each year to be used to support the 60-ship maritime security fleet and to retain these militarily useful commercial vessels and their U.S.-citizen crews for the United States. For fiscal year 2008, \$156 million is necessary to fully fund the Maritime Security Program at its congressionally authorized level. Unfortunately, and notwithstanding the strong bipartisan support for the MSP, the Administration has requested less than full funding for the MSP for fiscal year 2008.

Rejecting the Administration's request for less-than-full funding, the House Transportation Appropriations Subcommittee, under the leadership of Rep. John Olver (D-Mass.), approved \$156 million for MSP for fiscal year 2008. Olver and his subcommittee understand that the \$156 million needed to support the maritime security fleet is significantly less than what it would cost the federal government if there were no MSP and the Department of Defense had to replicate the vessels and logistics and intermodal capabilities the MSP program provides to the government to meet national security obligations.

We will be working with Olver and his subcommittee to have the full House Appropriations Committee, and the appropriate Senate subcommittee and committee, affirm the action taken by his subcommittee and to have full funding for the MSP enacted as soon as possible.

### **Supporting American merchant mariners**

Under the leadership of Congressman Elijah Cummings (D-Md.), chairman of the House Subcommittee on Coast Guard and Maritime Transportation, and Rep. Jim Oberstar, legislation that addresses a number of issues important to American mariners has been cleared for the full House of Representatives. The provisions, intended to rectify a number of problems confronting mariners, are included in the Coast Guard Authorizations legislation for fiscal year 2008. Among the provisions are:

**Shoreside access:** Section 306 of the bill includes language intended to facilitate crew access. Specifically, the bill states that "each facility security plan approved... shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual." This is the same as the language MM&P and MIRAID have strongly advocated in the past.

**Duration of licenses and Merchant Mariner's Documents (MMD):** Section 321 of the bill states that the license or MMD "is valid for a five-year period and may be renewed for additional five-year periods." In addition, this section of the bill authorizes the renewal of a license or MMD up to eight months in advance of the expiration, although the renewal would take effect on the date the license or MMD would actually expire. This way, someone who gets a renewal early does not "lose time" as a result of the renewal.

**Fingerprinting:** Section 322 of the bill prevents the Department of Homeland Security from requiring an individual to be fingerprinted for the issuance or renewal of a license or merchant mariner's document "if the individual was fingerprinted when the individual applied for a transportation security card."

**Extension of licenses and Merchant Mariner's Documents:** Section 323 of the bill gives the Coast Guard the authority to extend for one year an expiring license or MMD if it is determined that the "extension is required to enable the Coast Guard to eliminate a backlog in processing applications" for those licenses or MMDs. It further authorizes the Coast Guard to grant the extension to individuals or to "a specifically identified group of seamen."

**Merchant mariner assistance report:** Section 325 of the bill requires the Coast Guard, within 180 days of the date of enactment of the bill, to submit to Congress a plan for streamlining the application process for a license and for a merchant mariner's document to help eliminate errors made by individuals in completing the application. The process should also include instructions for a modified application covering questions for the period since the last renewal; a process to allow the applicant to check on the status of his or her application by electronic means; and a process to ensure that all information is retained by the Coast Guard "in a secure electronic format."

**Merchant mariner shortage report:** Section 326 requires the Maritime Administrator to submit to Congress a report "concerning methods to address the current and future shortage in the number of merchant mariners... including an evaluation of whether an educational loan program providing loans for the cost of on-the-job training would provide an incentive for workers and help alleviate the shortage." The report is supposed to be submitted no later than 180 days after the date of enactment of this legislation.

**Merchant mariner document standards:** Section 327 of the bill requires the Coast Guard to submit to Congress a plan to ensure that the process for an application for a merchant mariner document by an individual who has a TWIC or who has applied for a TWIC can be completed entirely by mail. This section further requires the Coast Guard to submit a report to Congress on the "feasibility of, and a timeline to, redesign the merchant mariner document to comply with the [TWIC] requirements for a biometric identifier and with all relevant international conventions, including the ILO Convention Number 185, and include a review on whether or not such redesign will eliminate the need for separate credentials and background screening..." Both the plan and report are to be submitted no later than 270 days after the date of enactment of this legislation.

We will be working to have the House of Representatives and the Senate approve these and other provisions important to America's merchant mariners. ■

## MM&P Advocacy Activities Encompass TWIC, Credentialing, Medical Standards

Mike Rodriguez



In the two most recent issues of *The Master, Mate & Pilot*, I discussed three aspects of the Transportation Worker Identification Credential (TWIC) program—enrollment, waivers and appeals. The Transportation Security Administration (TSA) recently postponed the enrollment phase of the program, originally scheduled for July, until sometime in the fall. There has been no word about whether the government will allow mariners and other transportation industry workers more time to obtain a TWIC. (As this issue went to press, the deadline for getting a TWIC was still set at Sept. 25, 2008.) The fact that TWIC enrollment has been postponed offers us an opportunity to present other news on the regulatory front that is important to MM&P members.

### Merchant Mariner Credentials

Some readers may recall that the May-June issue of *The Master, Mate & Pilot* carried an article on the U.S. Coast Guard (USCG) Supplemental Notice of Proposed Rulemaking (SNPRM) on the Consolidation of Merchant Mariner Credentials (“Incorporating License Into Merchant Mariner Credential a Bad Idea, MMP Says”). The USCG issued the SNPRM on Jan. 25, the same day TSA issued the TWIC regulations. The comment period on the SNPRM closed April 25. Under the measure, which is part of the USCG’s response to the Maritime Transportation Security Act of 2002 and the SAFE Port Act of 2006, the MMC would be phased in over five years, beginning in August 2008. The SNPRM proposes to:

- Combine the Merchant Mariners Document (MMD), license and STCW endorsements into a “Merchant Mariner Credential,” or MMC. The USCG’s stated objective here is to reduce the number of documents mariners are required to carry to two (the MMC and the TWIC).
- Transfer to TSA the responsibilities of security vetting and identity vetting of mariners.
- Allow payment by credit card.
- Eliminate the requirement that a complete social security number be written on checks and money orders.
- Require applicants for an MMC to apply for a TWIC first. The applications may be processed simultaneously. However, the applicant must hold a TWIC before the USCG will issue an MMC. Mariners who are denied a TWIC, or who have their TWIC revoked by TSA, will be deemed a security risk by the USCG.
- Consolidate all certificate expiration dates into one (the expiration date for the TWIC, however, need not match that of the MMC).
- Allow mariners to begin the license renewal process at any time during the period in which their current license is valid (now, the renewal process can only begin within a year of expiration).

The MMC would be phased in over five years, beginning in August 2008. In its official comments on the SNPRM, MM&P expressed its opposition to the idea of combining the license and the MMD. The union advocates retention of the license as a separate document. It also advocates adding new functionalities to the MMD so that it satisfies the TWIC requirements. Under MM&P’s counterproposal, officers would thus have a license, along with a separate card that fulfills the roles of both MMD and TWIC. In its comments, MM&P seized the opportunity to dispute the USCG’s contention that it has the authority to issue licenses in any form it wishes. (In the SNPRM, the Coast Guard even goes so far as to propose eliminating the term “license” from the regulation.)

### Medical NVIC

A working group of the Merchant Marine Personnel Advisory Committee (MERPAC) met at MITAGS June 27-28 to discuss the USCG’s proposed Navigation and Vessel Inspection Circular, Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials. The meeting was a continuation of work with the Coast Guard that began in March. The agenda included discussions regarding:

- Hearing standards;
- Vision standards;
- Proposed guidelines for substance and alcohol abuse;
- Proposed guidelines for the use of prescribed narcotics;
- Guidelines for mariners with a history of seizures;
- Guidelines for mariners with sleep disorders.

The work of this group will continue over the next several months in subgroups that were established to gather more information with respect to these items. I am the chair of the working group that will perform job/task analysis with a view toward determining what medical standards are appropriate for certain positions aboard vessels.

The seafaring labor representatives present, including MM&P, submitted a Statement of Position to the working group for submission with the group's report at the full MERPAC meetings in September. The statement restates our concerns over the effects of the NVIC namely: unnecessary medical consultations, evaluations and interventions; increased cost to mariners, employers, and health care plans for unnecessary consultations and evaluations; and insufficient discretion of medical examiners in the management of individual cases.

The statement also makes the following recommendations to the USCG:

1. Comprehensive review by medical experts of the relevant medical literature focusing on the available "best evidence" occupational medicine guidelines and practices. The panel would also review NVIC 2-98 and develop recommendations for its improvement. This type of review has been performed by other regulatory bodies and in other seafaring nations.
2. Use the recommendations developed by medical advisory panels, such as the panel that worked on the Department of Transportation commercial drivers licensing process, to develop evidence-based medical guidelines for particular medical specialties of concern (cardiology, neurology, pulmonary medicine, internal medicine).
3. Provide training and certification programs to medical examiners so as to increase the consistency and accuracy of compliance with the recommended guidelines.

I would like thank Dr. Bruce Bridewell, Offshore MM&P member, and Dr. Ken Miller, medical director of SIU and AMO Plans, for their hard work and expert contributions to the working group discussions.

### IMO Navigation Committee Meeting

The Navigation Committee of the International Maritime Organization (IMO) will meet for its 53rd session (NAV 53) July 23-27 in London. I will participate as part of the delegation of the International Confederation of Free Trade Unions (ICFTU). ICFTU is a non-governmental organization (NGO) at IMO that advocates for transportation workers in general and seafarers in particular. ICFTU has no vote at IMO but it can participate in working groups and, as an NGO, submit comments for the record. The agenda for NAV 53 includes:

- Routing of ships and ship reporting;
- Performance standards for integrated navigation systems (INS) and integrated bridge systems (IBS);
- Development of electronic chart display and information systems (ECDIS) and electronic navigational charts (ENC);
- Casualty analysis; and
- Guidelines for control of ships in an emergency.

The last item is an important topic for discussion as it stems from the sinking of the *Prestige* in November 2002 off the northwestern coast of Spain. Readers may recall that the ship's captain, Apostolos Mangouras, reported to coastal authorities that his ship had been damaged. He sought refuge in Spain for his vessel and was refused. Under pressure from the governments of France and Portugal, the master was forced to take *Prestige* out to sea, where it broke up, causing serious pollution of the Spanish coast. Mangouras was arrested and jailed in Spain, then released but forbidden to leave the country. He is now being held under house arrest in Greece pending the outcome of court proceedings in Spain over the incident.

If you have any questions about these items or if you would like to comment, please contact Mike Rodriguez, Executive Assistant to MM&P International President Tim Brown, at [mrodriguez@bridgedeck.org](mailto:mrodriguez@bridgedeck.org) or by phone (410) 850-8700 ext. 23. ■

## USNS COMFORT Departs on a New Humanitarian Mission

Military Sealift Command hospital ship *USNS Comfort*, crewed by MM&P licensed deck officers, left Norfolk June 15 on a four-month humanitarian mission to Latin America and the Caribbean. *Comfort* will visit Belize, Colombia, Ecuador, El Salvador,



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Guatemala, Guyana, Haiti, Nicaragua, Panama, Peru, Suriname, Trinidad and Tobago. At each stop, U.S. military doctors and nurses from the ship's medical treatment facility will work with a variety of embarked governmental and non-governmental agencies as well as medical professionals from host nations to treat about 1,000 patients per day, providing medical care including immunizations, general and specialty surgeries, dental care and vision services. An embarked Naval construction force of Seabees will provide engineering support at each location, including medical facility repairs and minor construction projects.

# Masters, Mates & Pilots Plans

## Our New Prescription Benefit Manager, PharmaCare

Patrick McCullough



By the time you read this article, you should have received your new Health & Benefit Plan identification card. It carries the logo of PharmaCare, which as of July 1 is our new prescription benefit manager. Please destroy your old identification card. If you obtain prescription drugs through a retail pharmacy, make

sure you show your new card, an example of which is shown on this page, to the pharmacist.



Remember: your prescription drug benefit program under the Plan has not changed. The only change is in the organization that manages the Plan's prescription benefit program.

Along with your card, you should have received a booklet that contains important information about PharmaCare, how you can obtain your prescription drugs at a retail pharmacy and how you can obtain your maintenance prescriptions through PharmaCare's mail order service, PharmaCare Direct. To provide better service to the Plan's participants and dependents, PharmaCare has set up a dedicated toll free customer service number to handle inquiries for the Plan. The toll free number is 888-364-6815.

Because many participants and dependents use the mail order pharmacy, I thought it would be helpful to present an overview of how PharmaCare Direct operates. Here is some information provided by the company.

"PharmaCare's mail service pharmacy features increased automation and accuracy monitoring throughout the dispensing process. Each medication supply received by the mail service pharmacy is assigned a bar code established specifically for that medication, dose and form. Use of bar code technology ensures each product's supply is correctly stocked.

"The process is driven by an extensive conveyor system routed throughout the pharmacy. Computer chips programmed with prescription-specific information and bar codes ensure accuracy at every stage of the dispensing process and guide each prescription through the pharmacy. Pharmacist and technician activities include maintenance of the dispensing locations, specified dispensing practices and quality control. The process is structured to provide an exceptional mail service pharmacy experience. PharmaCare's service is convenient, secure, accurate and timely.

### "Prescription submission.

To simplify the prescription submission process, participants are required to complete an enrollment form and patient profile with the initial mail service prescription only. Once the enrollment and patient information

are submitted, a profile of the plan participant is maintained in the claims system and is accessible each time a prescription is dispensed. Initial prescriptions may be submitted in the pre-addressed, postage-paid envelope provided in the enrollment kit and paid for by check or credit card. Discover, Master Card, Visa, JC Penney and American Express cards are accepted.

"PharmaCare provides five convenient methods to request a refill. Prescription refill orders are accepted through a toll-free customer service telephone number, toll-free IVR, toll-free facsimile, Internet, and pre-addressed, postage-paid envelope. Payment by credit card is accepted for all ordering methods. Checks are also accepted for orders submitted by mail.

"Mail opening. Automated mail openers quickly and efficiently open mail and sort contents into categories of new prescriptions, refill requests and combination orders. Written prescriptions, participant profile information and payment method are confirmed during the initial administrative stage.

"Order entry. To optimize accuracy, order entry is automated with menu-driven screens. On receipt of an order, a unique bar coded identification number is coded onto the back of the prescription form. The system performs a check on new prescriptions to capture directions for use and drug identity relative to the national drug code (NDC).



**“Prescription imaging.** Each prescription and corresponding identification number is scanned and saved so that a readable, high resolution image of the actual prescription is maintained for reference and tracking throughout the dispensing process.

**“Order review.** Registered pharmacists examine new prescriptions for patient and physician identification, drug name and strength, instructions for use, quantity, and refill status. These details are compared to the corresponding image stored in the system. Upon verification of the basic prescription components, patient eligibility and prescription compensability are confirmed.

“Drug utilization review (DUR) is also performed during order review. DUR identifies and ranks potential drug interactions by degree of severity. The pharmacist evaluates the interaction warning and through professional discretion, may elect to dispense the medication when a potential interaction is low in severity. However, notification and consultation with the prescriber is required for severe rankings. The highest severity ranking requires the pharmacist to record the prescriber’s reason for prescription authorization. Only then is the prescription released into the dispensing process.

**“Post-order review.** Our electronic clinical support system is responsible for drug utilization review and other clinical exception procedures for each prescription order. Post-order review activities include information or consultative doctor and patient calls concerning therapeutic duplication, medical diagnosis, dosage confirmation, patient counseling and generic substitution.

**“Prescription labeling and routing.**

Prescription labels are printed on completion of post-order review. In addition to standard prescription label information, specific auxiliary directions and dosage instructions are printed directly on the label.

“Printed prescription labels are applied to an appropriately sized dispensing container, then the container is inserted into a ‘puck’ or ‘canister’ specifically designed to house the container throughout the dispensing process. Each puck or canister is equipped with a chip programmed with the corresponding prescription’s specific dispensing instructions. The chip is read at each stage of the dispensing process from prescription dispensing to packaging.

**“Dispensing.** The mail service pharmacy provides four methods of prescription dispensing. Each method is particularly adept at fulfilling a specific purpose in the dispensing process. The “plus bank” system dispenses the most commonly dispensed medications with a series of medication banks positioned along the conveyor system. The AS3 Robots, also positioned along the conveyor system, use an electronic arm



to select and dispense a chosen medication. The straight pick countable and unit-of-use dispensing methods, which include manual dispensing techniques, are used to dispense less commonly prescribed medications and products such as creams and ointments. Bulk items, including syringes and orders requiring refrigerated shipping, are dispensed manually.

**“Plus bank.** The puck’s programmed chip is read by the plus bank system and matched up with the appropriate dispensing bank. The puck is automatically stopped underneath the correct bank where the medication is counted and dispensed. All banks are locked and not readily accessible to mail service pharmacy employees. The plus bank signals when medication supplies are low. The bank may only be unlocked by scanning the appropriately bar coded medication from the pharmacy supplies. To maximize the performance of the rapid plus bank dispensing system, product selection is reviewed quarterly. Plus bank accounts for approximately 50 percent of mail service orders.

**“Robots.** The AS3 robots are housed in closed environments, the walls of which contain cassettes filled with carefully selected medication. The puck’s programmed chip is read in an opening of the robot’s wall. The robot retrieves the appropriate cassette of medication and automatically dispenses the accurate amount. When a cassette’s supplies are low, the robot places the cassette in a specific location, alerting the pharmacy technician. As is the case with the plus bank system, the new medication must be scanned for accuracy before supplies can be replenished. The robots can dispense a wide variety of medications. Robot dispensing accounts for approximately 25 percent of mail service prescriptions.

**“Automatic capping.** The automatic capping machine seals the medication with a lid that can be used as a safety or non-safety cap. Once the prescription is received by the patient, the center of the lid can be pushed in to create a non-safety lid. A sensor located near the automatic capping machine detects prescriptions without lids and audibly warns the mail service staff. A lid must be applied before the prescription can proceed into the packing area.

**“Packing.** Automatic packing is used for orders that include four or fewer vials. As a final quality assurance check, the prescription vial’s bar code and puck’s chip are scanned to verify accuracy. The automatic packing machine labels the vinyl shipping bag, opens the bag, removes the vial from the puck, collects the prescription’s corresponding paperwork, packs and seals the bag. The automatic packing machine is monitored and intermittently audited by mail service associates.

“Manual packing requires the scanning of each component of the order to ensure its accuracy. Prescription details are displayed on a screen as the corresponding paperwork and receipts are printed. Preprinted materials such as pre-addressed, postage-paid envelopes are readily available to the

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technician and are married to the prescription-specific materials. All prescriptions contained in one order are routed to a specific holding area. When all order components are available, the order is indicated as complete and ready to be packaged.

“We carefully package all orders to prevent damage during shipment. Vinyl mailers with tamper-evident adhesive seals are used for small to medium size orders. Heavy-duty boxes are used for larger orders. Boxes are lined with special packaging material or insulation. Boxes are sealed with tamper-evident packaging tape. To minimize the opportunity for anyone to be able to identify the contents of the package from the shipping label, the return address does not indicate a pharmacy.

**“Shipping.** After packaging, an associate weighs the package and determines whether it will ship via UPS, FedEx or United States Postal Service (USPS). The method of shipment is based on the package size and weight, dollar value and type of medication.”

We hope this information is helpful to you in connection with your new prescription benefit manager’s mail order pharmacy service.

## MAY TRUSTEE MEETING

**The Board of Trustees held their second meeting of 2007 at MITAGS on May 15-16. Below is a summary of the actions taken.**

### Health & Benefit Plan

#### Aetna–Long Term Care Insurance

The Trustees received the Administrator’s report concerning Aetna’s announced intention to terminate its long-term care insurance line of business by the end of 2009. The Trustees will have three options:

1. To terminate the benefit prospectively and no longer make this type of insurance arrangement available to Plan participants after 2009;
2. To seek a new provider of long term care insurance; or
3. To enter into an arrangement with Prudential, which is partnering with Aetna to take over its long-term care insurance business.

Approximately 130 members of our Plan currently participate in this program. No matter what the Trustees decide, they will have the option of converting their policies to an individual arrangement with Aetna and participating in a wasting trust sponsored by Aetna for the provision of their benefits under the terms of that trust. The Plan will not be a party to the trust. The Trustees deferred a decision on this matter for the time being.

#### Acupuncture benefit

The Trustees authorized the Chairman and Secretary to approve an amendment to the Plan’s Rules and Regulations to be effective April 1, 2007, to allow for the payment of a limited number of acupuncture treatments to relieve nausea due to chemotherapy treatments if recommended by the treating physician and as proposed by the Plan’s medical consultant. A copy of this amendment appears later in this article as Amendment No. 104 to the Plan’s Rules and Regulations.

#### Pension plan: accrual changes effective date

The Trustees received The Segal Company’s report concerning the de minimis impact of changing the effective date of the pension accrual changes from March 1, 2006 to April 1, 2006. The Trustees also approved Draft Amendment No. 14 to the Second Restated Regulations which changes all references from March 1, 2006 to April 1, 2006 and all other references from February 28, 2006 to March 31, 2006 in Section 3.03 of the Second Restated Regulations.

#### IRAP: Vanguard Self-Directed and Fidelity 401(k)

The Trustees reviewed IFS-recommended changes to the investment options available under the Vanguard

Self-Directed Investment Program, as well as the investment options available under the 401(k) plan with Fidelity. After some discussion, the Trustees agreed to the IFS-recommended changes and directed the Plan Office to work with Vanguard, Fidelity, IFS and Fund General Counsel to implement the proposed changes to the investment options.



#### Changes to Vanguard Program

Under the Vanguard Self-Directed Investment Program, the following changes to the investment fund options will be made in September 2007. You will receive more information on these changes directly from Vanguard.

#### New investment funds

The following investment funds will be added to your plan:

Vanguard Strategic Equity Fund, which seeks long-term capital appreciation by investing in small- and mid-capitalization domestic stocks based on the advisor’s assessment of the relative return potential of the securities.

Vanguard Strategic Small-Cap Equity Fund, which seeks long-term capital appreciation by investing in small-capitaliza-



tion domestic stocks based on the advisor's assessment of the relative return potential of the securities.

### Investment fund closings

The following investment funds will be closed to new investments:

- Vanguard Asset Allocation Fund
- Vanguard LifeStrategy Conservative Growth Fund
- Vanguard LifeStrategy Growth Fund
- Vanguard LifeStrategy Income Fund
- Vanguard LifeStrategy Moderate Growth Fund
- Vanguard GNMA Fund
- Vanguard Growth Index Fund

### What the investment fund closings mean to you

You will no longer be able to make exchanges into or contribute to any of the funds that are closing. In addition, before 4:00 p.m., Eastern Time, on August 31, 2007, you will need to contact Vanguard and redirect any future contributions to the closing funds to one or more of the existing or new funds available under the Plan. If you do not redirect your contributions by this deadline, your future contributions will be automatically redirected as follows:

Any future contributions directed to the.....	Will be redirected to the.....
Vanguard Asset Allocation Fund	Age-based Vanguard Target Retirement Fund*
Vanguard LifeStrategy Conservative Growth Fund	Age-based Vanguard Target Retirement Fund*
Vanguard LifeStrategy Growth Fund	Age-based Vanguard Target Retirement Fund*
Vanguard LifeStrategy Income Fund	Age-based Vanguard Target Retirement Fund*
Vanguard LifeStrategy Moderate Growth Fund	Age-based Vanguard Target Retirement Fund*
Vanguard GNMA Fund	Vanguard Total Bond Market Index Fund
Vanguard Growth Index Fund	Vanguard Morgan Growth Fund

\*Your assets will be invested in an age-appropriate Vanguard Target Retirement Fund (based on an assumed retirement age of 65).

If you have a balance in any of the closing funds, that balance will remain in that fund unless you contact Vanguard and re-direct the balance to another fund available under the Plan.

### Questions about changes to the Vanguard Program?

Call a Vanguard Participant Services associate at 800-523-1188, Monday through Friday, from 8:30 a.m. to 9:00 p.m., Eastern Time.

### Changes to Fidelity 401(k) Program

The following investment option changes will take place in the Fidelity 401(k) Program in September 2007. You will receive more information on these changes directly from Fidelity.

### New investment funds

Three new funds will be added to the Plan's investment option lineup:

Fidelity Freedom 2050 Fund, which seeks to provide high total returns until the target retirement date, and then high current income with capital appreciation as a secondary objective.

Fidelity Total Bond Fund, which seeks to provide a high level of current income.

Spartan Extended Market Index Fund-Investor Class, which seeks to provide investment results that correspond to the total returns of stocks of small-cap to mid-cap U.S. companies.

### Investment fund closings

The following funds will be closed to new investment:

- Fidelity Ginnie Mae Fund
- Fidelity Dividend Growth Fund
- Fidelity Asset Manager

### What the investment fund closings mean to you

You will no longer be able to make exchanges into or contribute to any of the funds that are closing. In addition, before 4:00 p.m., Eastern Time, on August 31, 2007, you will need to contact Fidelity and redirect any future contributions to the closing funds to one or more of the existing or new funds available under the Plan. If you do not redirect your contributions by this deadline, your future contributions will be automatically redirected as follows:

Any future contributions directed to the.....	Will be redirected to the.....
Fidelity Ginnie Mae Fund	Fidelity Total Bond Fund
Fidelity Dividend Growth Fund	Spartan U.S. Equity Index Fund - Investor Class
Fidelity Asset Manager	Age-based Fidelity Freedom Fund - see chart below

The Freedom Fund into which your contributions will be automatically invested (if any) depends on your estimated retirement date (determined by your date of birth), as shown in this chart.

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Date of Birth*	Fund Name
January 1, 1933, or before	Fidelity Freedom Income Fund
January 1, 1933- December 31, 1940	Fidelity Freedom 2000 Fund
January 1, 1941- December 31, 1950	Fidelity Freedom 2010 Fund
January 1, 1951- December 31, 1960	Fidelity Freedom 2020 Fund
January 1, 1961- December 31, 1970	Fidelity Freedom 2030 Fund
January 1, 1971- December 31, 1980	Fidelity Freedom 2040 Fund
January 1, 1981 and later	Fidelity Freedom 2050 Fund

\*Time frames selected by Plan Sponsor

If you have a balance in any closing fund, that balance will remain in that fund, unless you contact Fidelity and re-direct the balance to another fund available under the Plan.

## Questions About Changes to the Fidelity Program?

Contact a Fidelity Retirement Services Specialist at 1-866-84-UNION (1-866-848-6466), Monday through Friday, from 8:00 a.m. to midnight, Eastern Time. You can also get information and make changes to your account by logging on to Fidelity's Web site, at [www.fidelity.com/atwork](http://www.fidelity.com/atwork).

## PLAN AMENDMENTS

The following plan amendments were adopted or agreed to in principle by the Board of Trustees at the May 15-16 meeting.

### Amendment No. 103 to the M.M. & P. Health and Benefit Plan

Article III (Eligibility), Section 8 (Continuation of Coverage for Pensioners) is amended by changing the reference to "June 30, 2007" to "June 30, 2008".

### Amendment No. 104 to the M.M. & P. Health and Benefit Plan

Article I (Definitions), Section 16 (Physician) is amended by adding the following clause at the end of the last paragraph to read as follows:

"provided further, however, that effective April 1, 2007, acupuncture services shall be covered to the extent provided under Article IV, Section 5.L and not excluded under Article IV, Section 6.Q, provided that: (i) if the acupuncture services are performed by a medical physician, such physician must meet the acupuncture training requirements approved by the

American Board of Medical Acupuncture (ABMA); and (ii) if the acupuncture services are performed by an acupuncturist who is not a medical physician, such acupuncturist must have completed training in a masters degree program accredited by the Accreditation Commission for Acupuncture and Oriental Medicine and must be certified by the National Commission for the Certification of Acupuncture and Oriental Medicine (NCCAOM)."

Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 5 (Limitations) is amended by adding a new subsection L to read as follows:

"Effective April 1, 2007, if a Physician, other than an acupuncturist, recommends that a Covered Individual receive acupuncture treatment to help relieve nausea and vomiting secondary to chemotherapy treatment for the Covered Individual who has not been able to find such relief using other agents, up to ten (10) such acupuncture treatments shall be payable if provided by a medical physician or acupuncturist who meets the requirements described in Article I, Section 16 hereinabove."

Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 6 (Exclusions), subsection Q is amended by adding the following clause at the end of that subsection to read as follows:

"; provided, however, that effective April 1, 2007, expenses for acupuncture treatments that meet the requirements of Article IV, Section 5.L and that are performed by a medical physician or acupuncturist who meets the requirements described in Article I, Section 16 hereinabove are not excluded."

Article VI (Subrogation) is amended by adding the following language at the end:

"Effective July 1, 2007, if a Covered Individual fails to provide necessary information or to reimburse the Plan within four weeks after recovery of any sum, or continues to fail to provide such information or to reimburse the Plan within four weeks after the Plan makes a demand to reimburse the Plan after such recovery, the Trustees may disqualify the Covered Individual's Dependent, as well as the Eligible Employee if he is not the Covered Individual who has received the recovery, from receiving any future benefits under the Plan."

### Amendment No. 14 to the M.M. & P. Pension Plan Second Restated Regulations

Article III (Types of Pensions, Eligibility and Amounts for Pensions), Section 3.03 (Regular Pension - Amount) shall be amended by changing all references to "March 1, 2006" to "April 1, 2006" and all references to "February 28, 2006" to "March 31, 2006".

## To All Members of Local 90

Please check the next issue of *The Master, Mate & Pilot* for information about the Local 90 Burial Fund, including its history and account balance.

# Pensioners

**Michael G. Carlisle**, shipping out of Charleston. He last sailed for Marine Transport Lines as third mate on the *Motivator*.



**Richard Cramer**, shipping out of San Francisco. He last sailed for APL Marine Services as master of the *APL Philippines*.

**Kerry C. O'Brien**, shipping out of San Francisco. He last sailed for Patriot Contract Services as chief mate on the *Cape Gibson*.

**Dana V. Ramsdell**, shipping out of Boston. He last sailed for Horizon Lines as chief mate on the *Sealand Performance*.

**Bruce Elfast**, shipping out of Boston. He last sailed for Central Gulf Lines as master of the *Green Point*.

**Mark D. Remijan**, shipping out of Seattle. He last sailed for APL Marine Services as master of the *APL China*.

**William E. Froude**, shipping out of Seattle. He last sailed for Horizon Lines as third mate on the *Horizon Spirit*.



**Paul F. Senych**, shipping out of West Coast Ports. He last sailed for APL Marine Services as second mate on the *APL Singapore*.

**Harold G. Walsh III**, shipping out of Honolulu. He last sailed for Horizon Lines as second mate on the *Horizon Navigator*.

**Robert S. Gray**, shipping out of West Coast Ports. He last sailed for Maritime Overseas Corp as master of the *Overseas Traveler*.

**Samuel S. Irvin III**, shipping out of Charleston. He last sailed for Maersk Lines Limited as master of the *Achiever*.

**Darrell R. Young**, shipping out of Seattle. He last sailed for Horizon Lines as chief mate on the *Horizon Pacific*.



**Dwight L. Moyer Jr.**, shipping out of New York/New Jersey. He last sailed for Maersk Lines Limited as third mate on the *Maersk Arkansas*.

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# CROSS'D THE FINAL BAR

**William Barkley, 85**, died March 12. A pensioner since 1987 and a resident of Floral City, Fla., he last sailed for Lykes Brothers as chief mate on the *Ruth Lykes*.

**Joseph W. Clark, 95**, died March 15. A resident of Del Ray Beach, Fla., and a pensioner since 1969, he last sailed for Mathiason's Tanker Sea Transport Corp. as chief mate on the *Cowanesque*. He enjoyed playing pool and golf. Two sons, Dennis and Roger, and a daughter, Christine, survive him.

**Jewel M. Evans, 89**, died Jan. 20. A pensioner since 1978 and a resident of San Diego, Calif., he last sailed for Central Gulf Lines as chief mate on the *Green Island*.



**Donald Foster, 83**, died Feb. 11. A resident of Sun City West, Ariz., and a pensioner since 1983, he last sailed for Sealand Service Inc. as master of the *Aleutian Developer*. He enjoyed golf and pinochle, and was a member of the Masonic Lodge and the Elks. His wife, Shirley, and a sister, Shirley, survive him.

**Ben A. Gonja Jr., 76**, died Feb. 6. A pensioner since 2001 and a resident of Alvin, Texas, he last sailed for CSX as third mate on the *Sealand Expedition*. He loved to ride horses, fish and go bowling. His wife, Mary, and daughter, Bridget, survive him.



**George Hiliadas, 91**, died Feb. 1. A resident of Athens, Greece, and a pensioner since 1966, he last sailed for U.S. Lines Inc. as master of the *American Packer*. He was proud of the fact that, for his service as a merchant mariner in World War II, he received a letter of thanks from President Harry S. Truman. "You undertook a most severe task," Truman wrote, "one which called for courage and fortitude. Because you demonstrated the resourcefulness and calm judgment necessary to carry out that task, we now look to you for leadership and example in further serving our country in peace." His wife, Irene, a son and a daughter survive George Hiliadas.



**William Humphrey, 83**, died Jan 2. A pensioner since 1987 and a resident of Santa Monica, Calif., he last sailed for Sealand Service Inc. as third mate on the *Sealand Endurance*. He was a merchant mariner during World War II. During the Korean War, he was drafted into the army, from which he received an honorable discharge with the rank of master sergeant. He loved the sea and the arts. He enjoyed working in pastels, acrylics and charcoal, as well as doing line drawing. His wife of 52 years, Marie, and many relatives survive him.



**Vance L. Idzal, 74**, died Feb. 13. A resident of Vancouver, Wash., and a pensioner since 1991, he last sailed for Matson Navigation Co. as second mate on the *SS Manukai*. He was interested in real estate and the stock market. His sister, L.T., a nephew and three nieces survive him.

**John J. Joyce, 98**, died Feb. 16. A pensioner since 1984 and a resident of Metairie, La., he last sailed for Lykes Brothers Steamship Co. as third mate on the *Leslie Lykes*.

**Ralph C. Kelly, 86**, died March 26. A resident of Portland and a pensioner since 1985, he last sailed for West Coast Shipping Co. as chief mate on the *LPG Cornucopia*. He enjoyed reading and writing and spending time with his family. He is survived by his wife of 53 years, Betty; three sons, Ernest, Michael and John; six grandchildren; and four great-grandchildren.

**Prentice J. Lamar, 71**, died March 8. A pensioner since 1998 and a resident of Gulf Breeze, Fla., he last sailed for Lykes Brothers Steamship Co. as third mate on the *Ashley Lykes*.

**Albert O. Moulton, 85**, died Jan. 25. A resident of Portland and a pensioner since 1983, he last sailed for Calmar Steamship Corp. as master of the *SS Marymar*.



**Harold L. Nelson, 75**, died Feb. 20. A resident of Chicago and a pensioner since 1987, he last sailed for U.S. Lines Inc. as master of the *American Lancer*. A graduate of Fort Schuyler, he served two years in the U.S. Navy as an ensign and a lieutenant in the Mediterranean and the Pacific. He enjoyed designing and building architecturally unique homes in harmony with their natural surroundings. He also loved horseback riding and volunteering with the Navy League Air and Naval Museum. His son, George, daughter, Clara, two grandchildren and two brothers survive him.



**Vicente Platero, 81**, died Jan. 31. A pensioner since 1997 and a resident of Glendora, Calif., he last sailed for Sealand Service Inc. as master of the *Sealand Defender*. He enjoyed attending all the meetings at the MM&P Union Hall and being a member of the China Coasters World War II veterans. He served as a guerilla fighter in World War

II and was held as a prisoner of war in the Philippines. His wife, Susan, two stepchildren and a grandson survive him.



**Raymond R. Powers, 89**, died March 1. A resident of Daly City, Calif., and a pensioner since 1979, he last sailed for Matson Navigation Co. as third mate on the SS *Maunawili*. After retirement, he enjoyed traveling and restoring old navigational instruments as well as building model ships with his friend Capt. Kanstrup. His wife, Florence, survives him.

**Mark Raymond, 92**, died Feb. 11. A resident of Tualatin, Ore., and a pensioner since 1987, he last sailed for Sealand Service Inc. as third mate on the *Wacosta*.

**Stanley Sek, 91**, died Feb. 26. A pensioner since 1983 and a resident of Cooper City, Fla., he last sailed for Waterman Steamship Corp. as third mate on the SS *Stonewall Jackson*.

**Edward Sledjeski, 79**, died March 18. A resident of Wilkes-Barre, Pa., and a pensioner since 1986, he last sailed for Sealand Service Inc. as third mate on the *Sealand Pioneer*.

**Donald C. States, 91**, died Feb. 9. A pensioner since 1981 and a resident of Baltimore, Md., he last sailed for Moore McCormack as third mate on the *Mormack Tide*. During World War II, he sailed with a small convoy to the Southwest Pacific. On VJ Day, he was in Batangas, in the Philippines. He was interested in horseracing and frequented the Pimlico and Laurel racecourses, where he had many friends. He is survived by Charlotte Matthews of Senior Helpers and his long-time friend, James J. Nolan Jr.



**Alfred J. Stewart, 85**, died Feb. 5. A resident of Gardnerville, Nev., and a pensioner since 1991, he last sailed for Sealand Service Inc. as master on the *Sealand Producer*. He was a survivor of Pearl Harbor and a member of the masons for 54 years. His wife, Dorothy, four children, nine grandchildren and four great-grandchildren survive him.

**Vondie M. Winn, 54**, died Feb. 23. A resident of Brookpark, Ohio, he last sailed for Patriot Contract Services as a QMED.



**Orlin Withrow Jr., 82**, died Feb. 22. A pensioner since 1991 and a resident of Concrete, Wash., he last sailed for Sealand Service Inc. as third mate on the *Sealand Anchorage*. He enjoyed cooking, gardening, playing Frisbee and helped with Meals on Wheels. His brother, Paul, and many nieces and nephews survive him.

**Leon M. Yarborough, 61**, died Feb. 3. A resident of Friday Harbor, Wash., he last sailed with Waterman Steamship Corp. as third mate on the *Kodiak*.

# NEWS FROM THE PAST

## Sailing Through Time Matt Walker and Katy Bradford

*A voyage through MM&P history with Katy Bradford of the MM&P Communications Department and MM&P member Matt Walker. This column is based on independent research they conduct on a regular basis in the MM&P archives and other maritime history sources.*



### 20 Years Ago

#### 1987 - SS *Manhattan* Goes to the Scrapbers

The owners of the first modern supertanker, the 113,000-dwt SS *Manhattan*, have asked the Maritime Administration for permission to sell the ship to Cheerglory Traders Ltd. of Hong Kong, for scrapping in China. While laid up in Yosu, Korea, the *Manhattan* was blown onto the rocks by Typhoon Thelma, suffering severe hull damage as a result. Built by Bethlehem Steel of Quincy, Mass., in 1962, the 1,006-foot L.O.A. vessel had operated in the oil and grain trades for many years under MM&P contract. In the early seventies, under bare boat charter to Exxon, she was the first and only large commercial ship to transit the Northwest Passage to Alaska.

#### Also in the news 21 years ago:

- January 3 - Aretha Franklin becomes the first woman to be inducted into the Rock and Roll Hall of Fame.
- April 19 - Matt Groening's "The Simpsons" debuts as a series of short, animated segments on "The Tracey Ullman Show."
- May 11 - The first heart-lung transplant takes place in Baltimore, Md.
- October 19 - Black Monday: stock market levels fall sharply on Wall Street and around the world.

### 61 Years Ago

#### 1946 - First Regular Run by Radar-Equipped Passenger Vessel

On March 19, the SS *City of Richmond* completed the Bay Line's

night run from Baltimore to Norfolk to test the effectiveness of a new radar, an early Raytheon Mariner Pathfinder. Adapted from a World War II Navy radar that required specialists to operate the sensitive electronics, this new S-band unit featured only seven dials and switches on the indicator control panel. Distances from 1.5 to 50 miles could be measured on the 7-inch screen on four scales with an error of less than 2 percent. "Even in the fog, our captains have known where they were," commented the president of the Baltimore Steam Packet Company. "Now they'll know where the other fellow is."

#### Also in the news 61 years ago:

- January 10 - Project Diana bounces radar waves off the moon, measuring the exact distance between earth and the moon and proving that communication was possible between earth and outer space, effectively opening the Space Age.
- January 29 - The Central Intelligence Group, the precursor to the National Security Council, is established; the Central Intelligence Agency would be created the following year.
- July 4 - After over 425 years of Western dominance, the Philippines achieves full independence.
- July 25 - At Club 500 in Atlantic City, N.J., Dean Martin and Jerry Lewis stage their first show as a comedy team.

### 120 Years Ago

#### 1887 - National Pilots Association Forms in the Port of New York

Little is known of the early days of the ad hoc defense committee of New York steamboat pilots that supported Capt. Charles Smith, master of the commuter steamer *Seawanhaka* that burned in the East River in 1880. Many of the members had been directly or closely involved with the incident and subsequent legal proceedings. The group became more formalized in 1884. At a meeting on Jan. 12, 1887, the first order of business for the 28 members present was adoption of a constitution and by-laws which created Harbor No. 1 of the American Brotherhood of Steamboat Pilots. By summer, six more Harbors, or locals, were formed in cities that included Boston and Albany. Total membership was well into the hundreds by year's end. This was the beginning of the International Organization of Masters, Mates & Pilots.

#### Also in the news 120 years ago:

- January 20 - The U.S. Senate allows the Navy to lease Pearl Harbor as a naval base.
- May 9 - Buffalo Bill's Wild West show opens in London.
- Adolf Eugen Fick invents the contact lens, which is made of a type of brown glass.
- Heinrich Hertz discovers electromagnetism.

# NEWS FROM MITAGS

## Congratulations Recent Graduates!

MITAGS would like to congratulate the following graduates of the Chief Mate/Master (CMM) Program for their diligence and hard work.



**Tamara L. Becker**

Tamara has moved through the ranks as a “hawsepiper.” She has a bachelor of arts in maritime history from Evergreen State College in Olympia, Wash. Tamara joined MM&P in 2003 and received her third mate’s license the same year. She enjoys scuba diving, kayaking and sailing tall ships.



**John P. Rawley**

John graduated from the Harry Lundeberg School of Seamanship in 1983 and joined MM&P in 1998. He lives in Carolina, P.R., with his wife, Graciela, and 21-year-old son, Andre. John enjoys being with his family, fishing and fine dining.



**Alec Cunningham**

Alec joined MM&P in 2000 and sails out of the Charleston Hall. He is a graduate of Maine Maritime Academy. In his free time, he enjoys teaching novice racquetball players the art of “lifting a wall shot.”



**Travis Shirley**

Travis graduated from the U.S. Merchant Marine Academy in 1999 and joined MM&P in 2000. He and his wife, Tara, live in Charleston, S.C.. He sails out of MM&P’s Charleston Hall.



**Daniel Mello**

Daniel joined MM&P in November 2002. A graduate of the California Maritime Academy, he lives in Long Beach with his wife, Olivia, and their children, Emily Frances and Jacob Daniel. In his free time, he enjoys spending time with his family, snowboarding and fishing.



**Nicholas Watts**

Nicholas graduated from the U.S. Merchant Marine Academy in 2003 and joined MM&P in March 2005. He lives in North Myrtle Beach, S.C., and sails as second mate for Horizon Lines. Nicholas enjoys playing golf, lacrosse and traveling.



**Kanoa T. Parker**

Kanoa graduated from the California Maritime Academy in 2002 and joined MM&P the same year. He sails as a second mate out of the Honolulu Hall. Kanoa spent much of his vacation time completing the CMM Program. When he was not studying, he enjoyed playing racquetball at MITAGS and line dancing at the Cancun Cantina.



**James R. Zatwarnicki Jr.**

James joined MM&P in October 2004. A 2002 graduate of SUNY Maritime, he lives in Clark, N.J., and sails as second mate for Horizon Lines. He likes to work with the Sea Scouts, motorcycle and play golf.

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— Tom Bagan, MM&P member since 1989, now sailing as chief mate for Central Gulf Lines aboard the *MV Green Lake*. Pictured here with Michael, 3, James, 6, wife Elizabeth, and Sarah, eight months.

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# The Faces of MITAGS

## Craig Thomas Instructor in Ship Management

*MM&P's training institutes, MITAGS and PMI, are known throughout the industry for excellence in education. But not everyone is familiar with the instructors and technical professionals who drive the programs offered at the union's schools. In this issue, The Master, Mate & Pilot profiles Craig Thomas, who teaches ship management at MITAGS.*

### **Where did you spend your childhood?**

I grew up in Binghamton, New York, near the Finger Lakes. It's an incredibly beautiful part of the country, especially in the summer and fall. I used to sail on the Finger Lakes and kayak on the local rivers, the Susquehanna and the Chenango. I've always loved being in and around the water, and I still swim a kilometer every day.

### **Describe your first experience with maritime.**

I wanted to go to sea to see the world. I attended SUNY Maritime, where I majored in meteorology and oceanography. In 1977, when I graduated and received my third mate's license, I joined MM&P and started sailing off-the-board, mainly for Keystone Tankers. I usually shipped out of the New York and Houston halls.

### **You were an MM&P member during the 1980s tanker strike...**

I stuck with the union in 1984. I had joined the Meton just one week before the company removed union employees, and I had three months remaining on my chief mate's license to sit for my master's license. The company told me that if I stayed with them, I'd be sailing as master immediately after I got my license. But I chose to stay with the union. I walked off the ship. Later, I marched in the picket lines at Keystone's offices in Philadelphia.

### **What next?**

I got a job with Hess Oil as a port captain in St. Croix, in the Virgin Islands. I worked there for two years, dispatching tugs and pilots, boarding tankers and monitoring their operations.

In 1986, I joined American Heavy Lift (AHL), sailing as chief mate aboard the King. I worked for AHL for a year and earned my master's license soon after. In 1987, I joined Mobil Oil Corp. as a port captain in New York for their U.S. fleet operation. I was promoted to marine superintendent in 1990 and relocated to Mobil corporate headquarters in Fairfax, Va.



Craig Thomas, MITAGS ship management instructor, climbing a cliff face in Switzerland.

In 1995, I was sent to London for three years. I worked as marine superintendent and then as manager for safety, policy and environmental affairs. I implemented the ISM code in Mobil's international fleet, which included 36 tankers. I even sailed briefly as master aboard the 90,000 ton *Winimac*. In this job I was also the company's spill response manager for Europe, Africa and the Middle East.

In 1998, I was promoted and transferred to Melbourne as marine manager. In Australia, I was responsible for all Mobil's marine business and operations, including owned and chartered-in tonnage, in the Southern Hemisphere. Business travel took me throughout the region, including trips to Tahiti, Papua New Guinea, Fiji, and all over Australia and New Zealand.

In 2000, Exxon merged with Mobil and I was transferred to San Francisco as a ship group coordinator for Seariver Inc. I managed four tankers in the Alaska North Slope trade. When ExxonMobil offered me a position in Houston late in 2001, I opted to pursue other opportunities. I decided to do something I had always wanted to do and went to work at Elk Mountain ski resort in northeastern Pennsylvania as a snow maker. After the ski season ended, I began consulting at MITAGS as business development manager.

In January 2004, I moved to Nyon, Switzerland, near Geneva, with Seabulk, as vice president, operations. I managed 46 offshore vessels working off the coast of West Africa and four offices in Nigeria, Equatorial Guinea, Angola and Cameroon. I traveled a lot in West Africa and represented the company throughout Europe and the Middle and Far East. When Seacor purchased Seabulk, I opted to semi-retire and work part-time as an instructor at MITAGS teaching ship management in the Chief Mate/Master Program. I really enjoy teaching this course, preparing ship's officers for their future careers.

### **What do you do in your spare time?**

I live in Naples, Florida. I love to ski, practice via ferrata, mountain bike and travel in Europe. The last book I read was "The Oil Factor." It talks about what the economy will be like in the next decade and possibly beyond, especially with regard to the economic impact of the world's diminishing oil supplies. Two excellent books I read before that were "The End of Oil" and "The Weathermakers."

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