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The Master, Mate & Pilot

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About the Cover
Waterman Steamship Company’s ice-class dry cargo vessel Green Wave. The main missions of the ship are to carry supplies to McMurdo Station, Antarctica, and to deliver vehicles and cargo to Thule Air Force Base, Greenland.

Thigpen Photography, Richard Sullivan and Red Square Agency

The Navy Jack is a symbol of resistance that dates back to the American Revolution. In accordance with a resolution made by the delegates to the 75th Convention of the International Organization of Masters, Mates & Pilots (International Marine Division of the ILA), AFL-CIO.

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Crew of Army Corps Dredge McFarland Rescues Boater

The crew of U.S. Army Corps of Engineers Dredge McFarland rescued a boater who was only minutes away from being carried into the open ocean. The rescue took place on Jan. 16, in the waters off Morehead City, N.C., where the dredge—which is homeported in Philadelphia—was performing an emergency hazardous waste removal project.

The incident began at 7:05 a.m., when crewmembers spotted an object in the water and stopped dredging to approach for a closer look. On seeing what appeared to be a vessel and a man floating next to it, the crew, under the direction of MM&P member Capt. Thomas Evans, notified the Coast Guard and lowered a launch.

The launch crew, under the direction of MM&P member Chief Mate Shawn Bailey, was able to secure a line around the hapless boater—who was suffering from hypothermia—and lift him into the launch. The crew administered first aid and, at the direction of Capt. Evans, who was in contact with the Coast Guard, took him directly to the Coast Guard Station at Fort Macon. The man told rescuers that he had decided to go for a ride in his boat at about 4:00 a.m., and ended up hitting a log or a buoy.

Capt. Evans praised the actions of his crew. “I am very proud of their quick and professional response,” he said. “Thankfully the man was spotted, because with a strong outgoing tide, he was only 20 to 30 minutes from being in open ocean and survival and rescue may not have happened.”

MM&P Ships and Crews Honored for Environmental Achievement

Six MM&P-contracted companies and the men and women who crew their ships have been honored for environmental excellence by the Chamber of Shipping of America (CSA). The operators chosen for the awards include AMNAV, Crowley, Farrell Lines, Foss, Horizon Lines and MLL. “The great record evidenced by the ships and vessels is due to the dedication of the seafarers working on board and the support of shore operating personnel,” said Mike Bohlman of Horizon Lines, current CSA chair.

The awards program is open to all owners and operators of vessels that operate on oceans or inland waterways. The CSA Board encourages all operators and owners to take advantage of this opportunity to recognize their crews and shore-side operating personnel and encourages all operators and owners to consider participating in next year’s program.

Participation guidance is found on CSAs website, www.knowships.org. A list of the vessels that received the 2011 Environmental Achievement Award is posted on the website under “Press Releases.”
Black Ball Ferry Line Purchased by Current Management Team

Black Ball Ferry Line, which operates the MV Coho passenger and vehicle ferry between Port Angeles, Wash., and Victoria, B.C., has a new set of owners: the members of the ferry operation’s current management team.

The former owner, Lois Acheson, bequeathed the company to the Oregon State University (OSU) Foundation in 2004. Under the terms of her bequest, the company was placed in a long-term trust to perpetuate her commitment to the ferry’s employees and the region they serve. The directors of the OSU Foundation and Black Ball Ferry Line voted unanimously in favor of the sale to the current executive management team, agreeing that it best respected Lois Acheson’s wishes.

“Our management team will continue her strong commitment to the local community, the employees and the culture of Black Ball Ferry Line,” said President and Chief Operating Officer Ryan Burles. “We will ‘stay the course’ while continuing to improve our service and invest in the future.”

The executive management team also includes: MM&P member and Chief Executive Officer Capt. John Cox; Senior Vice President of Finance David Booth; Port Angeles District Manager Rian Anderson; and Marketing Director Ryan Malane.

Black Ball, which was founded in 1818, has the longest standing shipping company name in the United States. The company operates the last of the privately owned passenger ships under the U.S. flag in international service. “We are proud to be able to continue the culture of this remarkable company, and support the professionalism of our captains, officers, staff and crew,” said Chief Executive Officer Capt. John Cox.

“Congratulations to everyone at Black Ball Transportation,” said MM&P United Inland Group Vice President Mike Murray. “This is great news.” Murray said the new owners’ extensive knowledge of the business would benefit everyone involved in the ferry service. “We look forward to a long and productive relationship,” he said.

The company recently embarked on a multi-year program to improve the terminal in Port Angeles and continue renovation of its Victoria facilities. Black Ball employs more than 120 people and operates terminals in both cities. The ferry line transports 400,000 passengers and 120,000 vehicles annually, and has an estimated annual economic impact of more than $160 million within the local communities.

Black Ball Ferry Line managers who purchased the operation are all seasoned maritime professionals. (Left to right) Port Angeles District Manager Rian Anderson, Marketing Director Ryan Malane, President and Chief Operating Officer Ryan Burles, Chief Executive Officer Capt. John Cox and Senior Vice President of Finance David Booth.

In the wheelhouse of MV Coho en route from Victoria to Port Angeles. First Officer Greg Poole, Capt. Steve Banfill and Quartermaster Jeff Lammie. “The mariners who work for Black Ball transportation are a first-class group,” says MM&P United Inland Group Vice President Mike Murray.
Union Brother Turned Firefighter Saves Rafter in East River

New York City firefighters conducted a rescue in the East River on a cold night in January, saving the life of a young man who had entered the water at 86th Street and FDR Drive on a homemade raft. Rescue swimmer Michael Krochak, a long-time MM&P member who now belongs to the International Association of Fire Fighters (IAFF), pulled the man from the frigid water. “He was incoherent, right on the verge,” Krochak said. “The symptoms really kicked in when we got him on the fireboat.”

It was all in a day’s work for New York City Fire Department Marine Unit 6. “You respond to a lot of waterborne incidents,” Krochak says. “Jumpers, ships on fire.” The rescue of the young man on the deflated homemade raft, whom Krochak found “hanging in the water by a 45-foot line from the seawall,” was reported by major news outlets, including NBC and Fox.

“The greatest reward is when you can make a difference,” says Krochak. “That’s what we like doing.”

USCG Notice on Hours of Work and Rest, and Security Training

The Coast Guard has issued a notice relating to two provisions of the STCW Manila Amendments. The notice implements the following changes to the Hours of Rest requirements found in 46 CFR 15.1111:

1. Where application of the hours of work and rest periods previously applied to “each person assigned duty as officer in charge of a navigational or engineering watch, or duty as a rating forming part of a navigational or engineering watch,” the provision has been expanded to include “all personnel with designated safety, prevention of pollution, and security duties onboard any vessel”;
2. Weekly rest hours have been changed from 70 hours to 77 hours; and
3. Hours of rest must be recorded.

The practical result is that a greater number of crew members will fall under the hours of work and rest period requirements. The identity of the crew members included under the work and rest rules on any given vessel will depend on how crew responsibilities are actually assigned aboard the vessel.

Under the terms of the Coast Guard notice, all crew members to whom the rule applies will now be afforded an additional seven hours of rest per week, and the hours of rest must be documented. Most U.S. vessels already comply with a Safety Management System that requires that work and rest periods be documented.

The Coast Guard notice also stipulates that ships operating in foreign ports must ensure that all personnel, except for the vessel security officer (VSO), are in possession of the appropriate course completion certificate or a company letter as proof of meeting the requirements in 33 CFR 104.220 or 104.225, and Section 13 of the ISPS Code. VSOs must hold the appropriate endorsement on their credential.

To fully implement the STCW amendments, the United States will have to initiate regulatory changes. Taking into account a five-year transitional period, complete implementation will occur on Jan. 1, 2017.
Blue & Gold Captains Profiled in “Bay Crossing” Magazine

Two long-time members of the United Inland Group who work for Blue & Gold Fleet—Capt. Jason Covell and Capt. Sly Hunter—have been interviewed for “Bay Crossing” magazine, a newspaper for passengers on San Francisco Bay Area ferries. Journalist Matt Larson conducted the interviews with Covell and Hunter, which were published in a regular column called, “Who’s at the Helm?”

Covell is a 20-year veteran of Blue & Gold who also volunteers as MM&P’s Vallejo shop steward. He grew up wanting to be a lawyer, joined an investment banking firm and decided to become a mariner after a stint working part-time as a bartender on a San Francisco ferry. “It was a pretty easy decision to go from investment banking to working on a boat,” he says. Covell is now a captain on the Vallejo Baylink run.

Capt. Sly Hunter began working at Blue & Gold as a deckhand at the same time he was attending college on a basketball scholarship, playing football and earning a degree in business administration. After graduation, he continued to work at Blue & Gold but also took a job at a bank. But he soon discovered that the financial world was not for him. He left the office job to get his captain’s license. Over two decades later, Hunter is the senior captain for Blue & Gold Fleet. “I just fell in love with it,” he says.

In October 2011, WETA, the regional public agency that operates Bay Area ferry services, awarded Blue & Gold Fleet a five-year contract for operations and maintenance of the ferry system.

Working Family Candidate Wins Special Election in Oregon

Oregon working families helped propel former state senator Suzanne Bonamici (D) to victory in a special election in February for the U.S. House of Representatives in the state’s northwestern First Congressional District. Bonamici, who defeated Republican businessman Rob Cornilles, replaces David Wu, who resigned last year. Oregon AFL-CIO President Tom Chamberlain said union volunteers made more than 10,000 phone calls and 5,000 home visits to union families in support of Bonamici. Union members also turned out to vote at a higher rate than the general public.

During the campaign, Bonamici called for the wealthy to pay their fair share of taxes, advocated job creation through infrastructure investment and stood up for the protection of Social Security and Medicare. She will complete Wu’s remaining term and be on the ballot for a full two-year term in November.
Union Membership in U.S. Grew From 2010 to 2011

Overall union membership in the United States increased by 49,000 from 2010 to 2011, including 15,000 new 16- to 24-year-old members, according to U.S. Bureau of Labor Statistics data. An increase of 110,000 in the private sector was partially offset by a decline of 61,000 in the public sector, making the rate of union membership essentially unchanged at 11.8 percent, with some 14.8 million U.S. workers union members.

“Despite an unprecedented volley of partisan political attacks on workers’ rights and the continuing insecurity of our economic crisis, union membership increased slightly last year,” said AFL-CIO President Richard Trumka. “Working men and women want to come together and improve their lives.”

Public sector union density increased from 36.2 percent to 37 percent though November 2011. Private sector union membership remains at 6.9 percent. The largest increases in union membership were in construction, health care services, retail, primary metals and fabricated metal products, hospitals, transportation and warehousing.

USNS Obregon Port Call

Licensed deck officers aboard the Military Sealift Command (MSC) ship USNS PFC Eugene A. Obregon met with representatives of MM&P during a recent port call in Norfolk. (Left to right) Chief Mate Mike Spradlin, Third Mate Brian P. Thomas, Capt. Don Agold and MM&P Atlantic Ports Vice President Steve Werse. The Obregon is one of MSC’s thirteen container and roll-on/roll-off ships and is part of the 30 ships in MSC’s Prepositioning Program.

Jones Act “Vital” to National Security

The Lexington Institute, a non-partisan think tank specialized in domestic security issues, says the Jones Act is vital to the economic, homeland and national security of the United States. The Arlington, Va.-based group says the Jones Act serves the nation by maintaining a skilled merchant marine, shipbuilding capacity and sealift capability.

“The greatest danger to the role and function of the United States as a seafaring nation is the decline of its maritime industry and merchant marine,” the group said in a report that was released in December 2011. “Commercial shipyards have made significant investments to modernize, and turn out high-quality vessels with advanced engineering. Moreover, tens of thousands of merchant mariners are at work every day as a consequence of the Jones Act. As a result, the nation retains the means to build and repair Navy vessels, and provide critical sea lift for the military.”

U.S.-flag merchant marine vessels most recently carried cargoes bound for Iraq and Afghanistan and delivered relief supplies to victims of natural disasters around the world.
“Somebody Call a (Water) Taxi!”

Photos by Ned Ahrens
Text by Neal Amaral

The King County Water Taxi consists of two high-speed catamarans: the *Melissa Ann* and the *Rachel Marie*, both home-ported at Pier 50 in Seattle. Each is authorized to carry 150 passengers, a number that is frequently reached on the *Melissa Ann*’s 22-minute commute to Vashon Island and the *Rachel Marie*’s 10-minute trip to West Seattle.

Most riders on the *Melissa Ann* are commuters who live on Vashon Island. The *Rachel Marie* carries mostly seasonal tourists on their way to visit West Seattle’s own version of a boardwalk, Alki Beach. Ridership on the *Rachel Marie* has expanded as people who commute into downtown from West Seattle begin to experience the effects of the Highway 99 viaduct replacement project, otherwise known as Seattle’s “Big Dig,” which got underway last October.

With the exception of plant and control system differences, the *Melissa Ann* and the *Rachel Marie* are so similar technically that they can truly be called “sister boats”: each can replace the other at a moment’s notice, when for example the maintenance schedule requires it.

The men and women who manage and crew the King County Water Taxi are experienced professionals who are dedicated to the vessels, the route and the passengers. The group boasts well over 200 years of professional maritime experience if you combine the total sailing time accumulated by management, masters, engineers, deckhands and oilers. We have 100-, 200-, 500- and 1600-ton license holders on deck and 2nd unlimited licenses in the engine room. Some might call this “overkill,” but there is no doubt that the professionalism and skills of our team are a big factor in the service’s steadily increasing ridership.

— Many thanks to King County Ferry Capt. Neal Amaral for submitting this article and to Rylee Pelton of the King County Marine Division for coordinating the photos. Besides Neal Amaral, MM&P members in the wheelhouse of the ferries include Brad Johnson, Daniel S. Krehbiel and Tara Rochester.

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**Congratulations Capt. Danny Eaton!**

Long-time MM&P member Capt. Danny Eaton has embarked on his well-earned retirement. United Inland Group Vice President Mike Murray (right) and Regional Representative John Schaeffner (left) went to Cathlamet, Wash., for the party celebrating the captain’s 30 years of service navigating the Columbia River between Oregon and Washington. Besides his service on the water, “Capt. Dan” also served as the MM&P shop steward for the Puget Island Ferry. “The present contract represents his hard work on behalf of the professionals who make up the group, as well as his dedication to the collective bargaining process,” Murray said. “He will be missed but never too far away.”
Members of the MM&P United Inland Group (UIG) have ratified new by-laws. Nigel Raithby of the Pacific Maritime Region and Karen Gibis of the Atlantic & Gulf Region acted as observers to the count. A total of 256 ballots were received. One hundred and seventy-one members voted for the new by-laws and 84 voted against. “I want to thank all the brothers and sisters who took the time to read this information and vote,” said MM&P United Inland Group Vice President Mike Murray. “Our members’ contributions to this process have laid the foundations for a healthy debate on the issues going forward.”

(Left to right) MM&P members Nigel Raithby and Karen Gibis acted as observers to the count. MM&P International Comptroller Beverly Gutmann and UIG Vice President Mike Murray were also present. “Our members’ contributions to this process have laid the foundations for a healthy debate on the issues going forward,” Murray said.

At ILO, Seeds Planted by U.S. Labor in 1919 Still Bear Fruit

In September 2011, I participated in a working group on medical fitness examinations for seafarers at the International Labor Organization (ILO) in Geneva. The committee’s goal was to craft guidelines for the medical examination of seafarers. While it is often easy to get lost in the weeds when creating these sorts of documents by committee, it was clear from the start that these particular guidelines will have a meaningful impact on the working lives of seafarers.

The ILO is the only United Nations agency with government, employer and worker representatives. Its tripartite structure makes it a unique forum in which the governments and economic and social partners of its 183 member states can freely debate and elaborate labor standards and policies. To the ILO’s credit, it facilitates interaction among representatives of flag states, ship owners, and seafarers. This is no small achievement.

The ILO Constitution was drafted in 1919 by the Labor Commission established by the Paris Peace Conference at the end of World War I. The Labor Commission was chaired by Samuel Gompers, head of the American Federation of Labor (AFL). It was composed of representatives of nine countries: Belgium, Cuba, Czechoslovakia, France, Italy, Japan, Poland, the United Kingdom and the United States. At the time, the American labor movement was leading the charge to improve working conditions around the globe.

The overarching idea behind creation of the ILO was that lasting world peace could be achieved only on a foundation of social justice.

My, how times have changed. Today, some American politicians unabashedly strive to curtail and eliminate the rights of workers here at home, as seen last summer in Wisconsin, Indiana, Ohio and Washington state, to name just a few. Meaningful discourse too often gives way to political hyperbole that blames unions and the workers they represent for the state of the U.S. economy.

The most ironic aspect of all this is that those who decry unions have been able to prosper, provide for their children, and secure comfortable retirements because of groundwork laid by unions in the not-so-distant past. How quickly we forget.

Given the current situation in the United States, it was enlightening and refreshing to spend time at the ILO, where efforts led by Samuel Gompers in 1919 are being continued today, with the goal of improving safety and labor standards for workers everywhere.

There are some in America today who seem to have lost sight of the value that we as a nation have traditionally placed on helping one another so that we all can prosper and grow. At the ILO, it is reassuring to see how the seeds of social justice that Americans helped plant many years ago are improving the lives of working people everywhere. —Klaus Luhta is MM&P Government Relations Director.
Wreaths Across America

MM&P members and representatives of the Los Angeles/Long Beach Chapter of the U.S. Merchant Marine Academy Alumni Association attended a wreath-laying ceremony on Dec. 19 at the American Merchant Marine Veterans Memorial in San Pedro, Calif. The event was sponsored by the Kings Point Alumni Association.

National Labor Relations Board Approves New Election Rules

The National Labor Relations Board (NLRB) has approved new rules aimed at shortening the timeframe in which union elections can be held. The proposals have been strongly endorsed by the AFL-CIO and vehemently contested by some business groups, including the U.S. Chamber of Commerce, which has filed a federal lawsuit challenging them.

The new rules limit the tactics employers can use to delay elections after employees at a workplace collect enough signatures to form a union. “This rule is about giving all employees who have petitioned for an election the right to vote in a timely manner and without the impediment of needless litigation,” said NLRB Chairman Mark Pearce.

The old rules allowed companies to file frivolous appeals, stalling elections for months or years, and to use the intervening period to intimidate workers seeking to unionize. “It’s good news that the NLRB has taken this modest but important step to help ensure that workers who want to vote to form a union at their workplace get a fair opportunity to do so,” said AFL-CIO President Richard Trumka.

The NLRB is the government agency charged with protecting workers’ rights and limiting industrial conflicts. It provides protections to 77 percent of all private sector workers in the United States, both unionized and nonunionized. Its mandate extends to protecting employers by regulating labor relations so as to reduce workplace strife.

In the past year, the agency has been the target of a seemingly endless barrage of attacks by anti-labor politicians in Congress. In December, President Obama made three recess appointments to fill vacancies on the NLRB. The vacancies had been left open by Republicans’ refusals to confirm appointees as part of an overall strategy that has bottled up hundreds of Administration nominations. But with the Senate in recess, Obama is allowed to make appointments that last through the current session of Congress.

The appointments to the NLRB are Sharon Block, formerly deputy assistant secretary for congressional affairs at the Labor Department; Terence Flynn, former chief counsel to NLRB member Brian Hayes; and Richard Griffin, who was previously general counsel for the International Union of Operating Engineers.

“The American people deserve to have qualified public servants fighting for them every day—whether it is to enforce new consumer protections or uphold the rights of working Americans,” Obama said in announcing the appointments.
Crowley Launches Navigation Assessment Program

Crowley’s Safety and Learning Department has launched a new navigation assessment program for deck officers which includes both underway and simulator-based assessments. MM&P worked closely with Crowley and the Pacific Maritime Institute (PMI) in the development of the simulator-based assessment. “Crowley’s willingness to involve the union in the development of this program to ensure safety and provide first-rate training is an excellent demonstration of the quality of the strategic partnership that MM&P and Crowley have established,” said MM&P Regional Representative Tim Saffle.

Saffle and United Inland Group Vice President Mike Murray were on hand for the first session, which was held in November 2011. Six deck officers take part in each session. PMI, the Maritime Institute of Graduate Studies (MITAGS) and the Star Center will ultimately conduct the assessment for all 680 deck officers who work for Crowley Marine Services.

“I found the simulator problem to be fair and realistic,” said MM&P Capt. Michael Santini, who recently completed the assessment at PMI in Seattle. “It was a great help to have a ‘Third Mate’ provided by PMI who was available to operate the simulator equipment so that the test was of my navigation and decision-making skills and not a button-pushing test.”

“Overall, I think the two-day program was a good example of the strategic partnership between MM&P and Crowley, working together to ensure we are providing the most skilled and professional deck officers in the industry,” he said.

“We Are the 99%”

MM&P Honolulu Representative Randy Swindell participated in a protest against income inequality in America with members Hans Bishop, Ian Lim, Boris Bode, Brian Krell and (in background) Tom Heberle.
Know Your Legal Rights and Obligations
In the Event of a Maritime Casualty

Risks in the maritime environment are on the rise as regulatory burdens increase, shipping lanes become more crowded and economic pressures lead to tighter deadlines and manning levels that create heavier workloads. The beginning of a new year is a good opportunity to review the mariner’s rights and obligations in the event of a maritime casualty that takes place under U.S. jurisdiction.

In the maritime world as in other industries, many incidents are minor and do not have legal consequences. In more serious cases, it is important to keep in mind the fact that the course the proceedings will take is often established at the earliest stages, in the moments in which initial statements are made to the authorities at the accident scene. Here, the old maxim “Silence is golden” takes on renewed significance: it is important to emphasize that statements that may seem innocent can be interpreted very differently by the authorities.

In this framework, two basic legal rights—the right to counsel and the right to remain silent—assume paramount importance. A mariner involved in an accident has the right to be represented by counsel, in any matter, civil or criminal, at any stage of the investigation. Except for obligations to provide immediate safety information, to produce voyage records (more on this below) and to report a serious accident as soon as possible, a mariner has the right to decline to speak further with the Coast Guard until arrival of counsel. This right also applies to any other investigating agency, be it state or federal (although local counsel may have additional guidance regarding the procedures of a particular state).

A mariner involved in an accident has the right to remain silent in any matter that could subject him or her to criminal prosecution. (And it should be assumed that if an accident results in oil in the water, it may lead to criminal prosecution.) If immunity is offered, a mariner has the right to confer with counsel prior to accepting the offer. This applies to any investigation by the Coast Guard or by any federal, state or local agency.

Upon request of the Coast Guard, voyage records (charts, logs, printouts, manifests, oil record book, etc.) must be produced without delay, even if counsel is not present. There is, however, no requirement that you discuss, interpret or explain any record until counsel is present.

You must report any incident involving death, serious injury, property loss, loss of seaworthiness or harm to the environment, as soon as practical, by VHF or other means. Likewise, there is an obligation to provide the Coast Guard with information relating to the immediate safety of persons, property or the environment, even if counsel is not present.

Within five days of the casualty, the owner, agent, master, operator or person in charge must prepare a CG Form 2692 and forward it to the Coast Guard’s Office of Marine Safety. This required form is usually prepared with advice of counsel.

Labor union members should contact their union as soon as possible after an accident occurs. It is also important to note that company counsel is primarily representing the company’s interest. The law guarantees the mariner a right to be represented by his or her own counsel.

This article is intended as a guideline only for legal rights and responsibilities provided under U.S. law. Seek legal counsel immediately after an incident and remember your rights. It is also recommended that officers in senior positions invest in license insurance.

Correction
A photo of Blue & Gold Capt. Tom Dougherty on page 11 of the November-December 2011 issue of The Master, Mate & Pilot was printed with the wrong caption. We apologize to Capt. Dougherty and to Capt. Steve Altman.

Capt. Tom Dougherty in the wheelhouse of a Blue & Gold ferry.
Powerful business and political interests are continually seeking new ways to undercut or eliminate the Jones Act, with the goal of shifting our work to foreign-flagged, foreign-crewed ships. And there is no doubt that these groups will intensify their attacks on the programs and policies that support the U.S.-flag fleet as we move closer to the 2012 Congressional and Presidential elections.

The Jones Act is critically important to the jobs of thousands of American mariners: they include the members of the MM&P Offshore Group, the members of the United Inland Group working aboard ferries in Washington, Alaska and California; on vessels operating on the Great Lakes; and on ships engaged in the coastwise and noncontiguous trades.

Foreign-flag vessels enjoy what is essentially tax-free status under their flag nations and operate for the most part beyond the reach of U.S. law. If the Jones Act is repealed, shipping companies can replace American mariners with foreign seafarers willing to work at levels greatly inferior to those deemed acceptable aboard U.S.-flag vessels.

Without the Jones Act, foreign companies could dump their heavily subsidized foreign-built vessels into the U.S. domestic trades. If that happened, American companies would lose their contracts with shippers and be forced to lay up their ships and put American mariners, including the members of MM&P, out of work.

Politicians in Hawaii target Jones Act

The Jones Act has already become an issue in the U.S. Senate race in Hawaii: a number of candidates for the seat have made repealing the Jones Act a key component of their campaigns. These politicians are trying to convince Hawaii voters that the Jones Act is responsible for all the economic problems facing the state. Of course, they do not attempt to explain what they would do to help the Americans who would lose their jobs if the Jones Act were repealed. They avoid addressing the critical issue of how replacing U.S.-flag vessels with ships owned and operated by foreign companies would affect our nation's economy and security. They also neglect to mention that American companies pay taxes to federal, state and local governments, providing revenue for needed services.

Jones Act called into question in Puerto Rico

The federal Government Accountability Office (GAO) has agreed to undertake a study of the impact of the Jones Act on the economy of Puerto Rico. The study was requested by Pedro Pierluisi, the Resident Commissioner of Puerto Rico, who says his goal is “to determine once and for all the impact the Jones Act has on our [Puerto Rico’s] economy … [A] broad array of economists in Puerto Rico have expressed concern that the Jones Act hinders the Island’s economic growth …”

It is critically important that the GAO conduct its analysis in a comprehensive manner, weighing whatever costs are associated with the use of U.S.-built, U.S.-owned and U.S.-flagged ships against the numerous benefits that would be lost if the Jones Act were repealed.

What, for example, would be the effect of allowing foreign-flagged ships and their non-U.S.-citizen crews to carry domestic cargo between America’s inland, coastal, non-contiguous and Great Lakes ports?

Only American maritime workers are subject to Department of Homeland Security background and security checks. Repeal of the Jones Act would give foreign companies and foreign maritime workers not subject to U.S. background and security checks unlimited access to America’s ports, port facilities and coastal and inland waterways. It would be extremely ill-advised for our government to give foreign operators and non-citizen crews control of transporting America’s domestic commerce.

Some candidates in the U.S. Senate race in Hawaii are campaigning on a platform that includes repeal of the Jones Act.
A key source of employment and revenue

Construction and operation of vessels under the Jones Act generate approximately 500,000 jobs for American workers. These jobs go from construction, maintenance and repair of vessels for the domestic trades, to U.S.-flag operations and related service and supply industries. If the Jones Act were repealed these jobs would be outsourced to foreign countries. During times of such high unemployment in our country, it is hard to see how anyone could advocate for measures that could drive American shipping companies and shipyards out of business.

An imperative for our defense

Operation of Jones Act vessels in the domestic trades ensures our nation maintains a cadre of trained, loyal American merchant mariners essential to the Department of Defense in times of war or other international emergency. It is critical that the United States have the sealift capability needed to bring our forces what they need when they need it.

When it comes to supporting American troops, our industry doesn't just talk the talk... it walks the walk. We show our support for our troops by sailing into harm's way whenever necessary.

American troops and their families have the right to know the equipment, material and supplies essential to protecting our overseas interests will be carried by American ships with American crews, not foreign companies and foreign crews.

Anti-union, anti-U.S.-flag shipping forces in Washington, D.C. and in the media are engaged in an all-out campaign to weaken us and our industry.

Support the U.S.-flag merchant marine should be fully funded and implemented.

To advance the grassroots program, Maritime Advisory Committees are being established in Congressional districts. The committees are comprised, when possible, of residents working in our industry. They include MM&P members and officials.

Through regular, on-going interaction with members of Congress in their districts and states, the committees will drive home the point that our national economy is at great risk if we lose a U.S.-flag shipping capability and become totally dependent on foreign flag-of-convenience shipping operations for the carriage of America's commerce.

Our grassroots campaign will take time and effort. It will require the involvement not only of MM&P but of all the others who share our concern about the future of our industry and who depend on the programs and policies important to the U.S.-flag merchant marine. The greater the participation by companies, unions and associations who are part of our industry, the greater the success we can achieve.

I urge you to contact me, jpatti@miraid.org, to find out how you can play a part in the Maritime Advisory Committees.

Contribute to the MM&P PCF

We all need to support the MM&P Political Contribution Fund (PCF). If you work aboard a U.S.-flag vessel—if your job is dependent on the Jones Act, the various cargo preference statutes, or the Maritime Security Program—you owe it to yourself and your family to contribute to the PCF. The stronger the PCF, the greater our ability to support those who support the U.S.-flag merchant marine and help them get elected to Congress.

Anti-union, anti-U.S.-flag shipping forces in Washington, DC and in the media are engaged in an all-out campaign to weaken us and our industry.

Standing on the sidelines and passing the buck to your Union brothers and sisters is not appropriate. It is time for every MM&P member to put his and her job first and to help those in Washington who are willing, ready and able to fight to protect our jobs.

Please go to www.bridgedeck.org and click on the PCF button in the left-hand column to contribute to the MM&P PCF today.

A need to educate members of Congress

We must do a great deal more to educate members of Congress in both political parties. Members of Congress, especially new members of Congress, must be made aware that our industry creates jobs and is important to the military, economic and homeland security interests of the United States. To achieve this objective, MM&P and others in our industry have joined forces in a broad-based grassroots campaign.

The objective of the grassroots campaign is simple: the more members of Congress know about our industry and how important it is to their constituents and to the United States, the more they will understand that the programs and policies that
AMHS Mates Abell and Brandon Attend MITAGS as Trust Students

Alaska Marine Highway Deck Officers Samuel Abell and Patrick Brandon are attending the Chief Mate/Master Program at MITAGS. Under the terms of the MM&P MATES Training Trust, which AMHS signed onto in July 2011, qualified members are now eligible for tuition, room and board at MITAGS and PMI. AMHS officers Derek Nystrom and Aaron Golcynski completed the Chief Mate/Master Program at MITAGS in 2009-10.

Under Cover

For over 30 years, members and guests have withstood the elements when crossing between the Residence Tower and the Academic Building. That era is coming to a close. Under construction is a canopy that will cover the walkway between the two buildings. The canopy will include vertical panels that can be engaged during rain or snow. Future plans include a lighted extension of the reception awning at the front door of the Residence Tower which will allow vehicles to pull up and unload under cover.

Speaking of Under Cover

All the beds in MITAGS guest rooms have been upgraded to queen size. All the mattresses, box springs, pillows and linens—including duvets and covers—have been replaced. Nestle in for a sound and restful sleep.

Congratulations Recent Graduate!

Sean Hart Gingras

Sean joined MM&P in 2003, after graduating from Massachusetts Maritime College. He lives in Boston and ships out of MM&P’s Boston Hall. When he is not sailing, he enjoys travel, photography, repairing his “classic” VW, providing sarcastic commentary, cooking and watching in amazement as Americans vote for politicians who continually work against our best interests. “Organized labor is an integral part of America’s past success and necessary to ensure our future as a nation,” Sean says. He completed all Chief Mate/Master courses in November 2011.
As 2011 came to a close, MM&P members, their families and friends celebrated the holidays in union halls across the country. Many thanks to those who submitted photos of the festivities for publication in *The Master, Mate & Pilot*. Best wishes to all for the new year.

**Boston**: Ed Roach, Peter Fritz, Bill Doherty and Ron Colpus.

**Los Angeles**: Chris Cichon, Lee Dortzbach, Oscar Dukes, Tim Hagan, Charles Delehant, John Loth, George Garten and Elisa Finan.

**Jacksonville**: Lester Cole, Patrick O’Leary, Lucian Stephens, James Ackerman, Reece Thomas, Tommy Lane and Harold Williamson.

**Port Angeles**: Steve Banfill, Craig Danielson, Tom Bock, Greg Poole, Jim Mackrow and Mike Murray.

**Boston**: Shane Murphy, Tim Arey and Paul Costabile.

**Los Angeles**: Francis Fillipow, Dick Bara, Ernie Petersen and Jeff Olmstead.
Houston: Dan Marks and family.

Houston: Ed, Pat and Tara White.

Houston: Michelle and Jason Bailey.

Houston: Sandra Pirtle and Gary Tober.

Houston: Nell Wilkerson and Morgan.

New Orleans: Pepito and Julia Patino, Lloyd Lindsey.

New Orleans: Whitney Backert, Charlie Smith, Sue Bourcq, Raymond Smith and Jose Montero.


Seattle: Bob Perecinsky, Jim Baldwin, Sam Surber and Mike Welch.

Seattle: Michael Sax, Mike Murray, Greg Sugden, Tim Saffle, Rob Rothschild, Dennis Hausdorf, Matt Miller and Gordon Baxter.

New York/New Jersey: George Thompson, George Previl, Ana Victorio, Jerry Johnson.

New York/New Jersey: Chris Kavanagh, Mike Parr, Bill Imken, Joe Miller.


New York/New Jersey: Koutaiba Saad, Christopher Paul, a guest, Zachary Lemite, Sea Chan.

**HOLIDAYS 2011**

**New York/New Jersey:** Doug Vines, Charlie Moy.

**New York/New Jersey:** Steve Werse, Bob Darley.

**New York/New Jersey:** Greg Danaher, Karl Fisher, Lillian Gallo, Marc Ennis, Christopher Paul, Alison Ferrie, a guest, Koutaiba Saad.

**New York/New Jersey:** Maggie Grant, Jen Phurchpean, Steve Werse, Kyle Grant.

**San Juan:** John Sullivan, Carlos Pena, Luis Martinez, Jose L. Rivera, Richard Ramos, Eduardo Iglesias, Catalino Soto, Manuel Cruz, Hector Rodriguez and Angel Rodriguez.

**San Juan:** John Sullivan, Carlos Pena, Manuel Cruz, Catalino Soto and Luis Martinez.
Norfolk: Greg Sherry, Mike Vaughan, Pete Petrilis and Roger Hoffman.

Norfolk: Pat Phillips, Mike Razos and Roger Hoffman.

Norfolk: Petrulis and Pecil kids

Norfolk: Lisa Pecil and Kim Petrilis.


Seattle: The Rekarts, the Ackroyds, Mike Murray, Valerie Verrecchio and the Setvins.
Health & Benefit Plan
Long-Term Care Insurance
Open Enrollment
Feb. 1–April 30, 2012
As I have previously reported in The Master, Mate & Pilot, Prudential, the Plan’s long-term care insurance provider, has agreed to hold an open enrollment period to allow active Health & Benefit Plan participants to enroll in this voluntary insurance program without providing evidence of good health. Prudential will also allow family members, pensioners and their family members the option of enrolling after they provide evidence of good health satisfactory to Prudential. Eligible family members include your spouse, parents, parents-in-law, grandparents, grandparents-in-law, adult children and their spouses and siblings. The open enrollment period begins on Feb. 1 and continues through April 30, 2012. By the time you read this article, you should have already received printed materials from Prudential.

Long-Term Care Insurance Webinars
Prudential has also set up informational webinars during which you can learn how long-term care insurance can work for you. (If you cannot participate in a live webinar, you can still review it at a time that is convenient for you. To view the webinar, just go to www.prudential.com/gltcweb/mmp, click on Educational materials and then click on Presentation About LTC.) The live webinar schedule is as follows:

- Wednesday, March 14 1:30 p.m. EST
- Wednesday, April 11 1:30 p.m. EST

Webinar link: emeeting.prudential.com
Click: MM&P H&B LTC Seminar
Password: mmp
Dial in: 866-657-9739 Access Code: 6653864

If you have any questions, or if you need more information on long-term care insurance or the open enrollment period, please feel free to contact Prudential at 800-732-0416. Visit www.prudential.com/gltcweb/mmp or send an e-mail to ltc4me@prudential.com.

Already Enrolled in Prudential Long-Term Care Insurance?
If you are a Plan participant, retiree or family member who is already enrolled in a Prudential long-term care insurance plan, please note that Prudential will be introducing an enhanced group long-term care insurance plan for you. Effective March 1, 2012, you will be automatically upgraded into the enhanced Prudential Long-Term Care Solid Solutions Plan, with no change in your premium rate. This plan offers peak protection and program enhancements.

Please watch your mail for “Your Personalized Long-Term Care Insurance Rate Sheet” and a side-by-side plan comparison.

Please review the coverage options available to you, as described in the packet. As stated above, you will be automatically upgraded into the enhanced long-term care insurance plan, effective March 1, 2012. Since coverage will be at your current benefit level, it is a good time to consider whether this level of coverage still meets your needs. If you would like to make a change, you can do so during the open enrollment period. If you are an MM&P Health & Benefit Plan benefit-eligible plan participant and want to purchase additional coverage for yourself, you will not be required to provide evidence of good health during this enrollment period. For all others, evidence of good health satisfactory to Prudential is required for the purchase of additional coverage. If you have any questions or need additional information, please contact Prudential at 800-732-0416.

Disability Insurance Update
In the last issue of The Master, Mate & Pilot, we reported that the Plan had made arrangements to offer a voluntary disability insurance benefit. Under this voluntary program, paid for by the active participant, the participant submits an application to the insurance broker and, if approved, will be allowed to pay for the insurance on a monthly, quarterly or annual basis. The insurance is through Lloyd’s of London and the broker is Willis, located in Potomac, Md. The contact person is Angela Mitchell. Her toll-free number is 800-456-3162 ext. 3032 or 301-692-3032. She can be reached 9:00–5:00 p.m. EST.

Interested active participants may call her to obtain additional information and rate quotes. As this article was being written, the revised brochure was not yet available. As soon as
Employers should implement the new payroll tax rate as soon as possible in 2012 but not later than Jan. 31, 2012. For any Social Security tax over-withheld during January, employers should make an offsetting adjustment in workers’ pay as soon as possible but not later than March 31, 2012.

Employers and payroll companies will handle the withholding changes, so workers should not need to take any additional action.

Under the terms negotiated by Congress, the law also includes a new “recapture” provision which applies only to those employees who receive more than $18,350 in wages during the two-month period (the Social Security wage base for 2012 is $110,100, and $18,350 represents two months of the full-year amount). This provision imposes an additional income tax on these higher-income employees in an amount equal to 2 percent of the amount of wages they receive during the two-month period in excess of $18,350 (and not greater than $110,100). This additional recapture tax is an add-on to income tax liability that the employee would otherwise pay for 2012 and is not subject to reduction by credits or deductions. The recapture tax would be payable in 2013 when the employee files his or her income tax return for the 2012 tax year. With the possibility of a full-year extension of the payroll tax cut being discussed for 2012, the IRS will closely monitor the situation in case future legislation changes the recapture provision.

The IRS will issue additional guidance as needed to implement the provisions of this new two-month extension, including revised employment tax forms and instructions and information for employees who may be subject to the new “recapture” provision. For most employers, the quarterly employment tax return for the quarter ending March 31, 2012 is due April 30, 2012.

**FICA – Extension of Reduced Rate Into 2012**

In late December, Congress passed and the President signed the Temporary Payroll Tax Cut Continuation Act of 2011. It extends the 2 percent payroll tax cut in the Social Security withholding rate until Feb. 29, 2012. The temporary tax cut has a new recapture program for employees who receive more than $18,350 in wages during the two-month period. The recapture tax is equal to 2 percent, and this additional tax is an add-on to the income tax liability that individuals would otherwise pay for 2012.

Below is a summary of the tax act as presented by the IRS through news release 2011-124, 12/23/2011, IRC Sec. (s). 3111.

**Payroll Tax Cut Temporarily Extended Into 2012**

Nearly 160 million workers will benefit from the extension of the reduced payroll tax rate that has been in effect for 2011. The Temporary Payroll Tax Cut Continuation Act of 2011 temporarily extends the two percentage point payroll tax cut for employees, continuing the reduction of their Social Security tax withholding rate from 6.2 percent to 4.2 percent of wages paid through Feb. 29, 2012. This reduced Social Security withholding will have no effect on employees’ future Social Security benefits.
Steve Burtchaell, shipping out of Seattle. He last sailed for Horizon Lines as third mate on the Horizon Enterprise.

Don M. Filoni, shipping out of Jacksonville. He last sailed for Waterman Steamship Company as third mate on the Maj. Stephen W. Pless.

Lloyd Hamblet, shipping out of Boston. He last sailed for Maersk Lines Limited as master of the Sealand Intrepid.

Keith Lawrence, shipping out of West Coast ports. He last sailed for Horizon Lines as second mate on the Horizon Tiger.

Larry R. Mack, shipping out of Tampa. He last sailed for Maritime Personnel and Provisioning as chief mate on the Charleston Express.


Michael R. Melton, shipping out of Norfolk. He last sailed for APL as second mate on the APL Korea.

Randall C. Moore, shipping out of Los Angeles/Long Beach. He last sailed for Horizon Lines as second mate on the Horizon Hawk.

George B. Moran, shipping out of Seattle. He last sailed for Horizon Lines as master of the Horizon Kodiak.

Andrew M. Petruska, shipping out of Jacksonville. He last sailed for Waterman Steamship Company as chief mate on the Maj. Stephen W. Pless.

Joseph M. Surmann, shipping out of San Francisco. He last sailed for APL as master of the APL Philippines.

George T. Stupski, last sailed for Horizon Lines as third mate on the Horizon Express.

John C. Wallace, shipping out of Honolulu. He last sailed for Matson Navigation Company as third mate on the Mokihana.

John B. Young, shipping out of Pompano Beach. He last sailed for Waterman Steamship Company as third mate on the Maersk California.
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Herbert H. Blankenship, 83, died Oct. 21. A resident of Jackson, Tenn., and a pensioner since 1986, he last sailed for United States Lines as third mate on the American Michigan. He liked shopping and trading antiques, listening to country music and watching baseball. He was very involved in the lives of his children and grandchildren. He is survived by: his wife of 59 years, Sophia; daughters, Cheryl, Susan, Lori and Amy; sons, Gary and David; 12 grandchildren and 10 great-grandchildren.

Hector Cisneros, 92, died Sept. 28. A pensioner since 1986 and a resident of Morgan Hill, Calif., he last sailed for American President Lines as third mate on the President Johnson.

Paul H. Dew, 83, died Oct. 5. A resident of White Oak, N.C., and a pensioner since 1990, he last sailed for Puerto Rico Marine Management as third mate on the SS Cagus. He is survived by: his wife, Ethel; daughters, Martha, Sarah and Janice; son, Paul; four grandchildren; and two great-grandchildren.


Donald S. Grant, 93, died Oct. 9. A resident of Greenbrae, Calif., and a pensioner since 1981, he last sailed for American President Lines as master of the President Tyler. He enjoyed playing golf, gardening and carpentry. His wife, Harriet, survives him.

Gerardus J. Van Haasteren, 82, died Oct. 22. A pensioner since 1985 and a resident of Palm Coast, Fla., he last sailed for Gastrans Inc. as master of the Lake Charles. He was an avid sailor of small boats, and enjoyed woodworking and small furniture building. He also served as the manager of the Pequot Yacht Club in Southport, Conn. His wife, Marjorie, and three sons survive him.

Robert A. Hamlett, 82, died Oct. 4. A resident of Milton, Delaware, and a pensioner since 1993, he last sailed for Lykes Brothers Steamship Company as third mate on the SS Louise Lykes. His son, Othell, and grandsons, Robert and Timothy, survive him.

Kenneth R. Hele, 74, died Aug. 23. A pensioner since 1992 and a resident of North Port, Fla., he last sailed for Lykes Brothers Steamship Company as second mate on the SS Ruth Lykes. He loved to write and spent most of his time working on screenplays. His son, Christopher, daughter-in-law, Lisa, and seven granddaughters survive him.

Richard H. Hemingson, 82, died Nov. 6. A resident of Colebrook, Conn., and a pensioner since 1994, he last sailed for Sealand Service as master of the Sealand Explorer. He sailed on Liberty ships in World War II and later served in the Korean War. He was awarded all of the World War II Theatre Ribbons, the Victory Medal and the Korean War Ribbon. He enlisted in the Navy and served as a navigator. He graduated from Yale with a Master’s degree in English Literature and Philosophy, and went on to teach English Literature at the University of Hartford. He was a member of the Sons of the American Revolution and The Boston Marine Society. He enjoyed music and was a voracious reader. He is survived by: his wife of 39 years, Joyce; sons, David and Nathan; sister, Elizabeth; and grandsons, Nicholas and Ian.
Edgar C. Henry, 94, died Oct. 7. A pensioner since 1984 and a resident of Compton, Calif., he last sailed for Sealand Services as third mate on the Pittsburgh. He enjoyed gardening, reading, solving puzzles, the great outdoors and spending quality time with family and pets. His wife, Wilhelmina, and daughters, Cynthia and Laura, survive him.

Frederick G. Jensen, 89, died March 31. A pensioner since 1972 and a resident of Olympia, Wash., he last sailed for American Sea Lanes as master of the American Pride.

Sten O. Johansson, 92, died Oct. 2. A resident of Mandeville, La., and a pensioner since 1984, he last sailed for Lykes Brothers Steamship Company as master of the SS Elizabeth Lykes. His daughter, Anita, and grandson, Jared, survive him.

Gordon C. Knapp, 87, died Nov. 23. A resident of Arlington, Tenn., and a pensioner since 1986, he last sailed for United States Lines as chief mate on the SS American Apollo. His nephew survives him.

Howard Lewis, 78, died Oct. 25. A resident of Denton, N.C., and a pensioner since 1998, he last sailed for Central Gulf Lines as chief mate on the Green Wave.

Robin A. Lindsay, 88, died Oct. 30. A pensioner since 1981 and a resident of Balboa, Calif., he last sailed for American President Lines as third mate on the SS President Taft. His wife, Evelyn, and son, Ted, survive him.

Klaus Moller, 77, died Oct. 30. A pensioner since 1997 and a resident of Jacksonville, Fla., he last sailed for Waterman Steamship Company as master of the Green Island. His 50 years at sea began in Copenhagen at age 14, and continued with work aboard vessels in the fjords of Norway. After serving as a cadet aboard the tall full-rigged training ship Danmark, he immigrated to the United States. He joined the Masters, Mates & Pilots in 1968. He enjoyed traveling, volunteering at the Maritime Museum in Jacksonville and occasionally presiding over a wedding at sea. He is survived by: his wife Charlene; sons Chris and Max; two daughters, Astrid and Jade; a grandchild; and extensive family in Denmark.

Howard W. Newton, Jr., 84, died Sept. 17. A pensioner since 1993 and a resident of Pasadena, Texas, he last sailed for Lykes Brothers Steamship Company as master of the MV Lyra. He enjoyed reading, working with computers and spending time with family. He is survived by: his wife, Daisy; sons, Henrick, Howard and William; three granddaughters; a grandson; and a great-grandson.

Edward W. Nitkowski, 90, died Oct. 21. A pensioner since 1990 and a resident of Vancouver, he last sailed for American President Lines as master of the MV President Lincoln. He enjoyed working on his farm. He also liked making latch-hooked rugs and playing cribbage with his children and grandchildren. He is survived by: his wife, Barbara; sons Edward, Gregory, Casemir and Jonathan; daughter, Cheryl; stepson, Timothy; stepdaughter, Kathy; 18 grandchildren; 18 great-grandchildren; and sisters, Dolores and Sylvia.

James Potts, 88, died July 6. A resident of Ochelata, Okla., and a pensioner since 1986, he last sailed for Lykes Lines as third mate on the SS Nancy Lykes.
Stanley A. Rachuba, 94, died Oct. 15. A resident of Victoria, Australia, and a pensioner since 1980, he last sailed for Delta Steamship Company as master of the SS Delta Africa.

Richard W. Ridington Sr., 88, died Sept. 12. A resident of Shelton, Conn., and a pensioner since 1982, he last sailed for United States Lines as master of the American Legion. He served in World War II and commanded container ships on the Far East run during the Vietnam War. He loved sailing, cooking and cats. He is survived by: his brothers, Orrin and Morgan; son, Richard Jr.; and son’s partner, Rhonda.

Herbert P. Rosen, 81, died Sept. 20. A pensioner since 2002 and a resident of San Francisco, he last sailed for Keystone Shipping as chief mate on the SS Mill Spring. After his last voyage, he worked as a San Francisco Bar Pilot until his retirement.

Milton Rutstein, 88, died May 21. A pensioner since 1968 and a resident of Potomac, Md., he last sailed for Alpine Geo as master of the RV Seascope. He served in the Naval Reserve and in the Coast Guard during World War II. After the war, he attended Harvard, graduating with a degree in geology. He went on to attend the Merchant Marine Academy at Kings Point and later became a professor there. He left Kings Point for a career at the National Oceanic and Atmospheric Administration (NOAA). After his retirement, he was an active member of the Potomac Orthodox Community. His wife, Pearl, sons, Eli and Philip, and seven grandchildren survive him.

Thomas Allen Rutherford, 69, died April 6. A resident of Sao Paolo, Brazil, and a pensioner since 2007, he last sailed for Sealand Services as third mate on the Long Beach. He enjoyed carpentry and gardening. His wife, UnGana, and brother, John, survive him.

Martin H. Schwarzbach, 92, died July 18. A pensioner since 1975 and a resident of Alamo, Calif., he last sailed for American President Lines as master of the President Grant. During World War II, he served as a merchant mariner on Liberty ships carrying troops and high-octane fuel to the front in Europe. His life was the sea and he loved his wooden boats. His sons, Martin and Dan, eight grandchildren and 11 great-grandchildren survive him.


Jim M. Soucie, 67, died Dec. 22. A resident of Clarkston, Wash., he sailed the Great Lakes and then worked for the Alaskan Marine Highway System as first mate aboard the E.L. Bartlett. In 1999, he obtained his captain’s license. He enjoyed following NASCAR racing, football, fishing in the Eyak River for salmon, woodworking, music, cooking, and most of all traveling with his wife, Sally. She survives him, as do his sister, Mary, and daughters, Delores, Diane and Donna.

Robert E. Stegman, 81. A resident of Monkton, Md., and a Chesapeake Bay pilot, he enjoyed playing golf, hunting and playing his harmonica. He is survived by: his sons, Robert and Scott; daughters, Susan and Juliet; stepsons, Clayton and Hugh; stepdaughters, Tracy and Brady; and 17 grandchildren.

Charles Taylor, 79, died Oct. 18. A resident of Saltillo, Miss., and a pensioner since 1987, he last sailed for Victory Carriers as master of the SS Coeur D’Alene Victory.

Serafino Vernaci , 81, died Oct. 13. A pensioner since 1991 and a resident of Saugus, Mass., he last sailed for Boston Tow Boat Company as captain of the Mars.

David G. Wilson, 66, died June 27. A resident of Blountstown, Fla., he last sailed for AHL Shipping as an A/B on the Anasazi.
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