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Maersk Sealand Comet, illuminated by the lights of Pier 400 at the Port of Los Angeles. MM&P licensed deck officers proudly sail the champion-class vessel, as well as 14 other Maersk Lines Ltd. (MLL) ships which participate in the Maritime Security Program. (Photo courtesy of Maersk Lines, Ltd.).
Rescue at Sea

MM&P members and the engineers and crew of Maersk Arkansas rescued four fishermen while en route from Jebel Ali, United Arab Emirates, to Dammam, Saudi Arabia. When the capsized boat was spotted at 0803 hours on Sept. 5, the fishermen were huddled on the keel, waving a red shirt. Third Mate Michela Worthington (below, in light blue jumpsuit) passed the word to Capt. Jonathan Ahlin (far right). Ahlin made a smooth approach to the overturned vessel, despite 8–10 foot swells and a force 5 blowing from the northwest. The deck gang, supervised by Chief Mate Rich Conway, made preparations for the recovery efforts. The four men, three nationals of India and a national of Bahrain, made up the entire crew of the fishing vessel Tarat. They were able to climb up the pilot ladder unaided. All were recovered in good health. They said the fishing vessel had begun to take on water very early in the morning and had capsized around 0400 hours.

MM&P Disaster Relief Fund Tops $100,000 Mark!

The Masters, Mates & Pilots Disaster Relief Fund had collected $101,400 in donations as of Oct. 25. The total includes the $25,000 donation made by the union to launch the fund.

A panel consisting of MM&P’s International Officers and the three Offshore Vice Presidents has so far awarded $30,000 in benefits to members of the MM&P family who have suffered losses as a result of the recent hurricanes. MM&P International President Timothy Brown has sent individual letters to contributors to the fund, thanking them for their generosity.

If you wish to contribute to the fund, please send a check, made payable to “The MM&P Disaster Relief Fund,” to 700 Maritime Blvd., Linthicum Heights, MD 21090. For more information about donating, or if you have suffered losses because of the hurricanes and would like to apply for aid, call (410) 850-8700 ext. 11 or 12.

Mariner’s Vacation Pay Ruled “Deferred Compensation”

The North Carolina Employment Security Commission has ruled that “vacation pay” received by a member of MM&P’s Offshore Group is actually deferred compensation for time spent at sea. As a result, the commission found that Elmo “Al” Albertelli Jr., who was represented in the case by MM&P International Counsel John M. Singleton, was entitled to receive five weeks of unemployment benefits. The commission ruled that vacation pay “represents deferred compensation for time at sea.” Said Singleton: “We persuaded them it was really savings from his wages put into a rainy day account.”

Hapag-Lloyd to Buy CP Ships

Hapag-Lloyd AG will acquire CP Ships Ltd., the Canadian company which operates five vessels that receive funding under the Maritime Security Program (MSP) and are crewed by MM&P licensed deck officers. CP Ships acquired four vessels—Discoverer, Explorer, Liberator and Navigator—through its 1997 purchase of Lykes Lines Ltd. The fifth, CP Yosemite, was reflagged in October after having been renamed. CP spokesmen have said the company intends to rename its other MSP vessels after four U.S. national parks: CP Everglades, CP Denali, CP Shenandoah and CP Yellowstone.

MM&P International President Timothy A. Brown spoke in favor of Hapag-Lloyd’s bid to acquire CP Ships in written comments submitted to the U.S. Maritime Administration (MARAD) in September.”

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believes that the proposed transaction, coupled with the continuation of the existing labor relationships for the crews aboard the subject vessels, will have a positive impact on the Maritime Security Program and, more specifically, on the personnel who presently crew the subject vessels," Brown wrote.

Hapag-Lloyd is a wholly owned subsidiary of TUI AG, a European tourism and shipping conglomerate. TUI and Hapag-Lloyd are both headquartered in Germany. The offer to acquire CP Ships, at a price of $21.50 per share, was approved in October by shareholders holding 89.1 percent of outstanding CP Ships common shares. A spokesman for TUI says the company intends to finalize the transaction by Dec. 31, 2005.

The European Commission, which cleared the proposed acquisition in October, made its approval contingent on Hapag-Lloyd withdrawing from two liner shipping conferences that operate between Europe and North America. The commission ruled that on these terms, the transaction—which will create the world’s fifth largest container ship company—would not interfere with competition in the European economic area.

GMATS Bill Would Have Anti-Competitive Effects

The leaders of four maritime unions say a proposed law would confer unfair advantages to the Merchant Marine Academy’s Global Maritime and Transportation School (GMATS)—to the detriment of the highly respected union-run training schools.


The provisions, proposed by the Department of Transportation (DOT) without consultation with maritime industry training institutions, would allow GMATS to operate as if it were a commercial institution, while granting it “even greater benefits than what it presently enjoys by virtue of its status as a government entity,” the union leaders wrote.

Under the proposed law, any government agency could contract for services with GMATS without having to offer its contract for competitive bids. In addition, GMATS could accept “gifts” from DOT of the goods and services private industry must pay for. Finally, the bill would allow GMATS to “borrow” assets from the federal government “at cost.”

Union-run training institutions “have a long and proud history of providing the U.S.-flag merchant marine with the best-trained licensed and unlicensed mariners available anywhere in the world, and of providing the U.S. government with efficient, economical and up-to-the-minute training,” the union leaders wrote. “It is counterproductive at best for Congress to approve legislation that gives a government entity the wherewithal to weaken private institutions that already provide the services required by our government.”

The other signatories to the letter were: Ron Davis, president of the Marine Engineers’ Beneficial Association; Mike McKay, president of the American Maritime Officers; and Mike Sacco, president of the Seafarers International Union.
An MM&P Membership Spanning Decades

Capt. Larry Welsh proudly accepts his 50-year certificate from MM&P Agent Pacific Ports Dave Boatner. Welsh has actually been a member of MM&P for 60 years.

New UIG-PMR Contract With Point Loma Marine Services

MM&P’s United Inland-Group Pacific Maritime Region has signed a new project labor agreement with Point Loma Marine Services, San Diego, Calif. At present the contract, which marks the first-ever venture into the San Diego area for MM&P, covers three vessels and eight employees. The union extends its appreciation to MM&P Branch Agent Ray Shipway, who was instrumental in negotiating the deal. “We’re really looking forward to working with Point Loma owner Ralph Botticelli and his highly capable crew,” Shipway said.

Maritime Industry Skill Panel for Washington State

A new initiative aimed at guaranteeing the competitiveness of the maritime industry in the state of Washington has been announced by Gov. Christine Gregoire.

The initiative, which goes under the name of the Maritime Industry Skills Panel, is part of a far-reaching program of private and public partnerships, initiated by the state across 10 different industry sectors. The project will be funded by a $670,000 state grant.

Spokesmen for Washington state government said the maritime industry was targeted because it has been facing problems in areas including worker retention and advancement opportunities. MM&P’s Pacific Maritime Institute is partnering with Seattle Central Community College’s Maritime Academy, a participant in the program, to explore these issues.

Washington state now has more than 40 industry skill panels in fields ranging from health care to food processing and aerospace. The stated goal of the program is to keep the state’s industry competitive in the face of global competition.

Meritorious Service Awards

MM&P Government Fleet Representative Randi Ciszewski poses with Jim Murray (right), chief engineer aboard the U.S. Army Corps of Engineers (USACE) dredge Hayward and Rich Gaudreau, captain of the USACE dredge Gelberman. The two men, along with other members of the New York District USACE, recently received the 9/11 Maritime Medal for meritorious service and sacrifice in the wake of the 2001 terrorist attacks from U.S. Secretary of Transportation Norman Mineta.
Government Groups Join Forces To Save Few Remaining Right Whales

With the deaths of at least eight North Atlantic right whales reported over the past two years, the pressure is on to find a way to stop the majestic animals’ slide towards extinction. There are only about 300 northern right whales left in the North Atlantic. A small population, probably numbering in the tens or low hundreds, exists in the North Pacific.

An articulated strategy to protect the right whale population is being implemented by NOAA Fisheries, the agency responsible for recovery efforts under the Endangered Species Act (ESA), with the cooperation of the U.S. Coast Guard, the Navy and the Army Corps of Engineers.

“The Navy and the Coast Guard are very attuned to the problem and have taken a number of proactive steps,” says Greg Silber of NOAA Fisheries. Both the Navy and the Coast Guard disseminate fleet advisories on the need to post lookouts and reduce speed in areas where the whales may be present. They are also “religious in reporting ship strikes that involve their own vessels,” Silber says. The two help fund aircraft surveys of right whales that NOAA Fisheries conducts on its own or contracts out.

The Navy is also the hub of the communications system in the southeast United States that warns vessels of the presence of right whales: when one is sighted, word goes out within minutes to every vessel within a several-hundred-mile radius via e-mail, fax and pager.

“Navy programs combine proactive protection measures, consultation under the ESA and active participation in the northeast and southeast right whale recovery implementation teams,” says Aileen Smith, natural resources manager at Navy’s U.S. Fleet Forces Command in Norfolk, Va.

The Coast Guard, another partner in the program “issues local and written periodic notices to mariners concerning ship strikes, issues messages alerting mariners to the location of right whales and actively participates in managing with [NOAA Fisheries] the mandatory ship reporting (MSR) system that provides information to mariners entering right whale habitat, including enforcement of the MSR regime when vessels boarded in U.S. ports are found to be in violation,” says Lt. Jeff Pearson of Coast Guard Headquarters. “The Coast Guard has long been a strong proponent of interagency cooperation to find the best U.S. government approach to conservation and rehabilitation of the North Atlantic right whale and will continue to be so.”

Another participant in the effort, the U.S. Army Corps of Engineers (USACE), posts whale and turtle lookouts on its dredges and issues advisories, at the request of NOAA, to mariners traversing Cape Cod Canal. “The Army Corps of Engineers has individual biological opinions for all of our hopper dredging up and down the Atlantic Coast,” says Joseph Wilson of USACE. “Each biological opinion has requirements to protect right whales, up to and including trained observers on the bows of all of our dredges, which I think is quite a bit more than virtually anyone else is doing.”

The right whale population was depleted by whaling and has never recovered. Protected by international treaty since 1935, today the slow-moving whales die from entanglement in fishing lines and after being struck by ships. Inside NOAA Fisheries, about 20 professionals...
devote all or part of their time to saving the rarest of the great whales from extinction.

No one knows exactly how long the whales’ lifespan would be in the absence of today’s threats, but Silber says it is “probably in excess of 50-70 years.” The Arctic-dwelling bowhead whale, a close relative of the northern right whale, can live to be over 100: the bodies of bowhead whales taken in the past decade by Inuit hunters carried stone tips of 75-plus-year-old harpoons.

When a northern right whale is found dead, NOAA Fisheries brings advanced technology into play. “We are very, very careful when we determine the cause of death,” Silber says. The necropsy performed on whale carcasses is so complete that it involves a detailed analysis of the animal’s bones and other tissues. The eight deaths reported in the past two years are “only those we know about, as others may go undetected” he says. “We need to do more: there has not been nearly enough improvement.” The number of ship strikes, in particular, “has not been reduced to a low enough level for the population to recover.”

To improve the whales’ chances of survival, NOAA is considering new regulations, the most important of which is also the most controversial: a requirement that ships reduce speed in areas in which whales occur consistently. “But we are certainly not asking people to slam on the brakes,” Silber says. “Under the regulations being contemplated, mariners will know months or years in advance where and when” they will be expected to reduce their speed and can incorporate potential delays into voyage planning. And slowing down helps. Researchers believe slower ship speeds give the animals time to escape. The proposed regulations would mark out specific areas, seasons and timeframes, based on the known occurrence of right whales, in which vessels would be asked to slow to a range of between 10 and 14 knots. In areas in which northern right whales have been sighted unexpectedly, a dynamic area—a circle with a diameter measuring approximately 15 miles—would be marked out. Mariners would be asked to either reduce speed or avoid the area for a period of two weeks or so.

NOAA Fisheries is working to reach out to professional mariners through an awareness campaign. The Coast Guard also disseminates NOAA Fisheries information packets to vessels boarded in or near right whale waters.

For more information on northern right whale recovery programs, go to: http://www.nmfs.noaa.gov/pr/shipstrike.

PMI’s Trunnell Recognized for Education Leadership

The Seattle Pacific Northwest Chapter of the Council of American Master Mariners (CAMS) has chosen Gregg Trunnell, director of MM&P’s Pacific Maritime Institute (PMI), as its 2005 “Maritime Man of the Year.” Trunnell was selected for the prestigious award in recognition of leadership in maritime education in the Pacific Northwest region. Among Trunnell’s achievements are work on a mariner apprenticeship program and development of programs centered around PMI’s world-class simulator. In announcing the award, Don Moore, treasurer of CAMM’s Seattle chapter, thanked Trunnell for “creating a first-class maritime education environment in the Puget Sound area.”
MM&P members have been working tirelessly to help victims of the hurricanes, protect property, re-establish critical shipping lanes and, in some cases, rebuild their own lives. The union, individual members and MM&P and Plans headquarters staff have also contributed over $100,000 to the MM&P Disaster Relief Fund. The money is already being disbursed to members and applicants, some of whom have lost everything in the storms.

“I am overcome by the acts of bravery, sacrifice and generosity of our members, which are too numerous to chronicle in their entirety in a few magazine pages,” said MM&P International President Timothy A. Brown. “The stories of some are provided here in illustration of the exalted sense of duty, and the high caliber of preparedness, of the members of MM&P. It is a true honor to represent this membership.”

**Offshore Members Clear Channel**

J.P. Kelley, a member of MM&P’s Offshore Group, was captain of the MARAD Ready Reserve Force (RRF) vessel *Cape Florida* when it was activated for Hurricane Rita. “The eye of the hurricane passed over *Cape Florida,*” Kelley said. “There were 161-knot winds.”

After Rita struck, the approximately 225 barges in MARAD’s National Defense Reserve Fleet basin in Beaumont were “scattered all over, some of them in the Neches channel,” Kelley said. *Cape Florida’s* crew, mates included, went to work capturing stray barges. MM&P licensed deck officers who participated in the salvage operation were: Chief Mates David Jenkins and Michael McCreight; Second Mates Shane Murphy and Roman Pociecho; and Third Mates Colin O’Leary and Justin Zoeller. “I used to own a tugboat company that did salvage and towing in New England,” Jenkins said. “I enjoy this kind of work, trying to figure out how to do hard things with tugs and barges.”

To prepare for another possible hurricane, the barges were loaded in succession onto *Cape Farewell, Cape Florida* and *Cape Flattery.* “These guys have volunteered and have been working 12-hour days in the hot sun to clear this channel,” said MARAD Central Region Acting Director Deepak Varshney in a statement distributed to the press. “We’ve done a really good job for MARAD,” Kelley said.

**The Volunteers**

Offshore pensioners Stan Willis, Fred Allen and Edward Batcho are just three of the MM&P members who worked as volunteers in the hurricanes’ aftermath. Willis, who lives in the Los Angeles area, saw an opportunity to help while he was watching the local TV news: the Salvation Army needed volunteers to prepare a 110,000-
square-foot warehouse to house 100 families evacuated from the Gulf Coast.

Since the reporter did not give the location of the warehouse, Willis drove around eastern Los Angeles County looking for it. When the local police were finally able to identify it from his description, he reported for duty: along with other volunteers, he spent three days cleaning and painting, readying the building for its new residents. “Everyone working there was happy to have the opportunity to help out,” Willis said. As this issue of The Master, Mate & Pilot was going to press, the 100 families were still living in the warehouse, Willis said. He knows because he goes back from time to time to see how they are doing.

Fred Allen had built several houses during vacations from his career at sea. Since retiring, he has become a licensed insurance agent. Both experiences qualified him for the volunteer job he was assigned by the Federal Emergency Management Association (FEMA): inspecting storm-damaged houses in Nederland, Texas, not far from Beaumont, which took the brunt of Rita.

In his month on assignment, Allen inspected 316 homes. There was no electricity in the area, and local businesses, including restaurants and motels, were all shut down. “Folks at the last appointment of the day would usually offer me dinner,” he said. One night a family whose home he had just inspected saw him settling down to sleep in his truck. “They took me in and eight of us slept in the only room in the house with air conditioning—the gym over the garage, which was powered by a generator,” he said “Their kids thought it was great fun.”

**The Government Group**

When Hurricane Katrina struck, members of MM&P’s Government Employees’ Membership Group were among the first on the scene. They included the licensed deck officers of USNS Arctic, U.S. Army Corps of Engineers (USACE) dredge Wheeler and Military Sealift Command (MSC) hospital ship USNS Comfort. NOAA vessels with MM&P licensed deck officers on board also went quickly to work in the areas hit by the storms. Gordon Gunter and Oregon II were based in Pascagoula, Miss., when Katrina hit. Gunter, miraculously undamaged, served as a shelter for other NOAA staffers and provided e-mail and satellite phone services to the Navy and Coast Guard. Oregon II didn’t fare so well; the vessel was rendered unseaworthy by a hole punched in its hull.

Among the NOAA vessels sent to the Gulf were Nancy Foster, a coastal oceanographic vessel fitted with multibeam and side-scan sonar, and the hydrographic survey ship Thomas Jefferson. The Coast Guard used the results of NOAA surveys to mark channels, update nautical charts and decide whether to open waterways. USACE dredges with MM&P licensed deck officers on board removed obstructions the NOAA vessels had found.

**The Pilots Respond**

Before Hurricane Rita hit, Michael A. Morris, presiding officer of the Houston Pilots, reported in a message to MM&P headquarters that “an unprecedented evacuation” had taken place. “We moved close to 70 ships out of the port. We had to get a bit creative with our own rules, but the pilots stood up to the plate and did a great thing. All the ships that wanted to leave have left… We have only six ships left in the over 200 docks in the port. Two are MSC ships without full crews and the other four are small vessels that could not outrun the storm.”

Pilot response to Katrina was also remarkable, says Ed Peterson, president of the Louisiana Pilots Association. “New Orleans–Baton Rouge (NOBRA) Pilots continued to answer the bell up to the last minute. The last vessel move, a shift to an upriver berth, was completed by NOBRA Pilots President Capt. W.O. “Bud” Watson, at 1730 hours on Sunday, just a few hours before the world turned upside down.”
Immediately after the hurricane, the pilots began fighting their way to the river,” says NOBRA Pilots Vice President Chris Rieder. Some had to use chainsaws to cut through trees that were blocking their driveways. A skeleton pilot crew, using VHF handhelds, began to board ships, fighting its way to the vessels on sandbars and trying to keep them away from refineries and other facilities. Fifty percent of the vessels the pilots dealt with were on the banks, Rieder said. Pilottown was destroyed. Bud Watson, who lives in Gonzales, La., on high ground, turned his house into a nerve center to coordinate pilot efforts, feeding and housing those present as well.

As this issue of The Master, Mate & Pilot went to press, the NOBRA pilots were still sharing space with the Bar Pilots. A dozen pilots, and many association staffers, have lost homes in the St. Bernard area and elsewhere in New Orleans. Groups of three and four pilot families are still sharing houses. “All in all, this is an incredible response to an unprecedented disaster,” Peterson said. “We are extremely proud of the efforts of all three of our Mississippi river pilot groups in reopening this vital artery to our nation’s commerce in an amazingly short period of time.”

“I guess your adrenaline flows when you see so much devastation,” Rieder said. “We secured our families and then everyone rose the next morning and headed back to the river.”

**Rebuilding a Life**

Several hundred MM&P members, applicants and retirees lived in the areas hit by the hurricanes. One is Offshore member Darren Collins. When The Master, Mate & Pilot contacted Collins, he and his family were living in a hotel, the third since the hurricane. He had just sold his house in New Orleans. “I was one of the lucky ones because I had something to sell,” he says. He and his family are now hoping to buy a house in Houston. “It will take years for economic recovery to happen in New Orleans,” Collins says.

MM&P Offshore member Charles Rau and his fiancee, Susan Kealey, used to live in Port Sulphur, between the Mississippi River and the marsh that leads to the Gulf of Mexico. Rau says the two lost everything in the hurricane and are now considering options on where to move that range from the state of Washington to somewhere in Macomb County, on the other side of Lake Pontchartrain, “definitely out of the direct path of the hurricane.” They did not have flood insurance. “It’s been a valuable learning experience,” Rau says.

MM&P Offshore member Ed Higgins and his wife, Brenda, consider themselves lucky because their home, in Algiers, La., is intact. In the short-term, at least, they plan to go back there. After the hurricane hit, the two lived in Texas with friends for two weeks, and later moved to a trailer owned by other friends in Watson, La. “The stories you hear about the hurricanes are stuff you can write books about,” Higgins says. “They’ve changed people’s lives.”
Cruise Ship for Programmers Is Latest Outsourcing Twist

Two California businessmen plan to house a “crew” of up to 600 software programmers on a cruise ship anchored in international waters off the coast of California. The programmers will write software code in round the clock shifts for corporate clients, just outside the jurisdiction of the United States.

In a telephone interview with The Master, Mate & Pilot, David Cook, a former ship’s master, says the new company, SeaCode, should be fully operational by the first quarter of 2006. He and Roger Green, an expert in outsourcing and information technology, are in the process of purchasing a used cruise ship to house the new venture.

Cook says SeaCode has received 10,000 resumes from people seeking jobs on the vessel as programmers. More than half the resumes were submitted by U.S. citizens, he says, while the rest came from applicants in other countries, including India and Russia.

As part of SeaCode’s business plan, the foreign programmers would hold U.S. tourist visas and be classified as seamen. “What type of Z-card they will get is under consideration,” Cook says, “but it would probably be the basic card issued to an ordinary seaman.”

Cook says that the potential clients who have expressed interest in the venture are driven both by economics and logistics. SeaCode plans to pay its employees roughly three times what they’d earn in Bangalore, India, according to press reports, but still much less than the salary earned by the average American software developer. “It will cost a lot less to house programmers on the ship than on land,” Cook says. The programmers will have their own cabins and work four months at a time on the vessel.

Besides saving on personnel costs, SeaCode’s clients will also save on travel, since they will be able to check on their projects without flying long distances to popular foreign outsourcing destinations such as India.

Cook says the SeaCode vessel will not be U.S.-flag because in that case the entire crew, including the programmers, would all have to be American. When asked about the tax implications of the business, Cook said that any American programmers on the ship would be required under U.S. law to file tax returns on their worldwide income.

Under current law, U.S. companies can deduct as business expenses many of the costs of moving jobs overseas. In May, New Jersey became the fifth state to enact a law that would ban foreign outsourcing of government contracts. The New Jersey law was introduced after public outcry forced the repatriation, from Mumbai India, back to Camden, of a previously outsourced call center serving the state’s 200,000 welfare recipients. As of October 2005, 127 bills to restrict outsourcing were pending in 40 states.
Legislators Question Cruise Ship Rental Deal

Legislators are questioning whether the government is getting value for money from the agreement it signed with Carnival Cruise Lines to provide emergency lodging on three of its ships after Hurricane Katrina.

Rep. Marilyn N. Musgrave (R-Colo.) is asking for a full-scale investigation of the contract, which was awarded without a competitive bidding process. Rep. Henry A. Waxman (D-Calif.) has asked Homeland Security Secretary Michael Chertoff for a copy of the no-bid contract and documents outlining its cost. Waxman says he has already reviewed documents that show a gap of at least $42 million between what Carnival is getting from the government and what it earned from the ships in 2002.

Under the terms of the contract, Carnival will earn $192 million for making available approximately 7,000 berths. Besides the rental fees, Carnival will also receive up to $44 million in reimbursement for operating costs, as well as millions more in compensation of corporate tax payments. Carnival has said it will not make any more money from the deal than it would have had the ships been kept in normal service.

Did You Know?

Unions are good for business. Managers at Kaiser Permanente, the giant HMO, attribute $100 million in cost savings, significant improvements in customer satisfaction and a 20 percent drop in workplace injuries to the company’s multiyear partnership with unions. And Kaiser’s experience is by no means an isolated case.

“Studies in a variety of industries show unionization leads to higher pay, which in turn attracts higher quality employees and reduces costly turnover,” writes Jeffrey Pfeffer, a professor in Stanford University’s Graduate School of Business. In an article in a recent issue of Business 2.0 magazine, Pfeffer summarizes research showing that collective bargaining “institutionalizes communications between bosses and workers”—to the benefit of productivity and performance. Besides the Kaiser case, Pfeffer cites a study of 344 California hospitals in which researchers found that unionized facilities had a 5.5 percent lower mortality rate than hospitals where the nurses were not unionized.

Rail Workers Protest Mediation Fee Proposal

The National Mediation Board (NMB) has proposed charging railway workers a “user fee” of up to several hundred dollars for adjudicating claims or grievances.

NMB is the government body tasked with overseeing labor-management relations in the railroad and airline industries. Under the plan, the fee would be charged only to rail workers whose claims or grievances were forwarded to NMB for adjudication. The plan does not contemplate charging a fee to railway managers or corporations whose actions lead to the filing of a claim for violations of the collective bargaining agreement or other workplace grievances.

“This is all about silencing workers and their right to be heard,” said Rick Inclima, director of education and safety for the Brotherhood of Maintenance of Way Employees Division (BMWED) of the Teamsters Rail Conference. “It does not take a rocket scientist to figure out that being forced to pay several hundred dollars in ‘user fees’ to have a claim worth $50 adjudicated by the board will result in no claim being made by the aggrieved employee or his union.”

Under the NMB proposal, rail workers such as these participants in a hazardous materials drill would be charged “user fees” for filing grievances over unsafe working conditions.
Congress Deals With a Full Plate of Maritime Issues

C. James Patti

A significant number of maritime issues are pending at various stages of the legislative process as the first session of the 109th Congress comes to an end. Here’s where we stood on several key issues as this edition of The Master, Mate & Pilot went to press.

Maritime Security Program Funding

Under the new, expanded Maritime Security Program (MSP), on Oct. 1 the MSP fleet increased from 47 to 60 privately owned, militarily useful U.S.-flag commercial vessels. Beginning on that date, which was the start of fiscal year 2006, each MSP vessel was authorized to receive $2.6 million annually to help offset the higher cost—resulting from the imposition of U.S. government-imposed rules, regulations and tax obligations—of doing business under the U.S.-flag. (For the 2005 fiscal year, the 47 vessels operating under the first Maritime Security Program each received $2.1 million annually.)

Legislation governing fiscal year 2006 appropriations for the Department of Transportation (DOT) must be passed by Congress and signed by the President before the Maritime Administration (MARAD) can obtain the funds needed to pay vessel operators under MSP. Because the process had not culminated as of Oct. 1, funding for MSP and all other DOT programs, agencies and functions has been made available through a “continuing resolution” that allows DOT and MARAD to spend at the fiscal year 2005 level. For MSP, this means that for now, the same $98.7 million that was available in fiscal year 2005 for the 47-ship fleet will be available for the expanded fleet. Until new appropriations legislation has been passed, the 60 U.S.-flag MSP ships will thus receive less than the $156 million authorized under the new MSP program.

On June 30, the House of Representatives passed HR 3058, its own version of the appropriations legislation. The Senate passed its version on Oct. 20. Both the House and Senate versions contain the necessary $156 million for MSP for fiscal year 2006. The next step in the process is a House–Senate conference committee to reconcile differences between the two bills. MM&P and MIRAID, along with our contracted shipping companies and the other maritime unions and associations, will continue to push for enactment of DOT appropriations legislation that provides the full amount authorized under the new MSP program for fiscal year 2006.

Jones Act Waivers

On Sept. 1, in response to the devastation caused by Hurricane Katrina, the Department of Homeland Security announced a temporary waiver of the cabotage laws (the Jones Act) for the carriage of petroleum products between American ports. This waiver, which expired Sept. 19, was followed Sept. 26 by another Jones Act waiver for the transportation of petroleum and petroleum products as a result of Hurricane Rita. The second waiver expired Oct. 24.

MM&P and MIRAID, working under the auspices of the Washington, D.C.-based Maritime Cabotage Task Force (MCTF), did not oppose the waiver issued after Hurricane Katrina. It is our position, however, that the second waiver was unjustified. Disruptions in the supply of petroleum products in the Gulf after Hurricane Rita resulted from the storm’s effects on America’s refinery capacity and were not in any way related to the availability of American ships or their ability to transport petroleum products.

On Oct. 17, Rep. Jim Oberstar (D-Minn.), the Ranking Democrat on the House Committee on
Transportation and Infrastructure, told the Department of Homeland Security that, “There is substantial U.S.-flag tonnage currently available and standing by in the Gulf. Unfortunately, the Jones Act waiver has the effect of encouraging the use of foreign, low-cost, flag-of-convenience tankers and discouraging the use of American vessels and crews.” For the future, Rep. Oberstar urged the department to use its authority to waive the Jones Act “on a case-by-case basis for a specific voyage” and only if no Jones Act-qualified vessel is available, rather than granting broad, blanket Jones Act waivers. There are reports that the Senate Committee on Commerce, Science and Transportation has decided to investigate the decision to grant Jones Act waivers after the hurricanes and is seeking documentation to determine whether the waivers were necessary. To help prevent future unnecessary waivers of the Jones Act, the MCTF has launched a campaign to ensure that decision makers in Washington understand the importance of the Jones Act to our nation’s economy and security. An equally important objective will be to convince the agencies involved that any waivers should be considered on a case-by-case basis, only when no U.S.-flag vessel is available, and that blanket waivers should not be granted.

Foreign shipping and other economic interests have sought to use the destruction caused by Katrina and Rita as an excuse to avoid using American vessels in the domestic trades. There is little doubt that the same interests would try again in response to another natural disaster or other emergency situation. MM&P and MIRAID will continue to work with the MCTF to protect the Jones Act and the U.S.-built, U.S.-owned, U.S.-flag and U.S.-crewed vessels that transport American cargo between American ports.

**NSPS Update**

Civil service mariners (CIVMARS)—the Department of Defense (DOD) employees who crew the government vessels that provide surge and sustainment capability for our nation’s defense—are represented by MM&P, the Marine Engineers’ Beneficial Association and the Seafarers International Union. As reported in the September-October issue of *The Master, Mate & Pilot*, MM&P and other maritime unions have been working to ensure that the CIVMARS are excluded from DOD’s National Security Personnel System (NSPS).

“For over 30 years, maritime labor has served as an adjunct and a resource to DOD, providing DOD with a ready pool of well-trained, highly skilled, experienced U.S. seafarers,” wrote the presidents of the maritime unions in a recent letter to the leadership of the Senate Committee on Armed Services. At present, the rules and regulations governing the employment of CIVMARS are designed to mirror the terms of collective bargaining agreements in the commercial maritime sector, allowing the maritime unions to assist MSC with its CIVMAR recruitment and retention efforts. The current labor relations and collective bargaining framework “works because of the vital link between maritime labor and the Military Sealift Command (MSC),” the union presidents wrote. “Because to crew its ships, MSC can draw both from trained seafarers it employs and from union hiring halls, the existing CIVMAR system increases the readiness and operational flexibility of CIVMAR-crewed vessels.”

The union presidents warned “that if CIVMARS are not completely excluded from the NSPS, the relationship that exists between maritime labor and DOD will be jeopardized and our nation’s military sealift capability will be compromised.” The letter stated that “imposing the NSPS labor relations provisions on CIVMARS could threaten the depth and quality of the pool of seafarers by severing the connection between CIVMARS and the commercial maritime industry.”

Congress has the opportunity to review the regulations put forth by DOD to implement the NSPS. MM&P and the other maritime unions will continue to work with Congress in favor of the exclusion of CIVMARS from coverage in the system.

**World War II Mariners Bill**

MM&P continues to work closely with our friends in Congress in support of the “Belated Thank You to World War II Merchant Mariners Act of 2005.” The legislation was introduced as HR 23 in the House of Representatives. (Washington Observer, continued on page 14)
MM&P Opposes Revision of Wage Penalty Laws for Cruise Ships

George A. Quick

The International Council of Cruise Lines (ICCL) has proposed a revision of U.S. wage penalty laws. Under current laws, shipowners who do not promptly pay wages due a seafarer must pay a penalty equal to two days’ pay for each day payment is delayed. The laws also strictly limit deductions from a seafarer’s wages and control how and to whom such allotments can be made. Throughout history, the wage penalty laws have been fundamental in protecting seafarers from exploitation.

Wage penalty laws had their origin in the abusive practices used by shipowners of the past to defraud seafarers of wages. Before the unionization of much of our industry, there was widespread exploitation of seafarers by shipowners who disputed the amount of wages due at the end of the voyage. Seafarers were sometimes demoted during the voyage, under some pretext, and their wages reduced. Deductions could be made for questionable debts, supposedly incurred during the voyage and owed the shipowner, or for debts owed shoreside “agents” for finding the seafarer employment in the first place. The shipowner could also simply refuse to pay the agreed wages, leaving the seafarer with only the impractical remedy of pursuing a wage claim in a lawsuit. Such practices were common enough that Congress stepped in to remedy the situation with the wage penalty laws now found in Title 46 of the U.S. Code in sections 10313–10316. Today, in our sector of the maritime industry, with seafarers employed through unions and under collective bargaining agreements enforced by unions, there is less reliance on the wage penalty laws to prevent abuses.

An unusual feature of the wage penalty laws is that they are one of the few U.S. labor standards applicable to foreign ships in U.S. ports. The cruise lines represented by the ICCL operate primarily flag-of-convenience (FOC) ships, with non-union crews supplied through manning agencies in the Third World. A weakening of the protection currently afforded these crew members under U.S. wage penalty laws would, in effect, sanction the exploitation of thousands of foreign seafarers aboard these ships. The ICCL proposal would require that a seafarer provide written notice and would also place a time bar on wage claims. The penalty provisions would begin to accrue only after failure to pay wages had existed for 60 days from the date that the shipowner had received written notice.

The purpose of the existing laws is to create a strong incentive for shipowners to promptly and fully pay seafarers their wages. The ICCL’s proposal would remove that incentive. It would also permit deductions of up to 10 percent of earnings for health, life, accident or disability insurance. On the face of it this might appear to be reasonable, except that the current laws require that such deductions be paid into trust accounts to be held for the benefit of the seafarer, his family and dependents. The proposed revision, in the case of passenger ships, would exempt these funds from the protection of trusteeship. Normally, such trust funds would be jointly administered by employer and union trustees. In the case of seafarers on FOC passenger ships, there is generally no union representation and individual workers would be at a distinct disadvantage in attempting to deal with the shipowners on a fair and equitable basis regarding the collection and disposition of these funds. There are shipowners who might take advantage of Third World seamen working on ships, including passenger ships, registered under flags of convenience, which offer little regulation of conditions of employment. The proposed
The ICCL proposal would also create a new category of allotments payable to an agent pursuant to employment agreements signed by the seafarer. This provision could open the door to fraudulent employment contracts between Third World seafarers and manning agents or undisclosed affiliates of the shipowner. On the surface, such contracts might appear to be at internationally mandated or contractually accepted standards; in reality, however, they could leave the door open for “kickbacks.” In the case of Third World crews, such practices are not uncommon; they represent a challenge to the enforcement procedures of the international organizations that protect seafarers’ rights. A revision such as the one being proposed by the ICCL would make enforcement of international standards more difficult. Permitting allotments to manning agents would also foster a system in which transportation costs and employment fees could be deducted from future wages, creating a situation in which seafarers on cruise ships could be treated little better than indentured servants.

There are ample reasons to believe that seafarers aboard FOC cruise ships are subject to exploitation and that a revision of U.S. laws to remove these ships from the protection of the wage penalty laws would facilitate practices that were stamped out on U.S.-flag ships many years ago. As a matter of principle, MM&P opposes any revision of U.S. labor laws that would open the door to further exploitation of non-union foreign seafarers.

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

(Washington Observer, continued from page 12)

Representatives by Rep. Bob Filner (D-Calif.) and as S 1272 in the Senate by Sen. Ben Nelson (D-Neb.). To date, HR 23 has attracted 233 cosponsors and S 1272 has attracted 20 cosponsors.

If enacted, the legislation would authorize a $1,000 a month payment to merchant seamen who sailed during World War II or their surviving spouses. The measure is intended to provide long-overdue, well-deserved recognition to mariners who served the United States during World War II and whose dedication and sacrifice contributed immeasurably to the Allied victory. The primary reason the legislation has not moved through the entire legislative process is that it has not yet been “scored” by Congress: because it would result in an expenditure of federal funds, the Congressional Budget Office must first estimate how much money will be spent if the bill is enacted and Congress must then indicate where the money will come from.

**Riding Crews**

MM&P has expressed concern to Congress about a proposal to authorize the employment of foreign citizens aboard U.S.-flag vessels in “riding crews.” The proposal is intended to allow such workers to perform maintenance while the vessel is underway rather than having the repair work carried out by shore-side labor. Foreign riding crews are specifically precluded from being part of the crew complement, performing watch-standing duties or working in the stewards’ department.

MM&P understands that it is a common practice in the international maritime industry to use riding crews to perform routine at-sea maintenance and repairs. However, we are concerned that the language of the proposed legislation is too broad. It does not, for example, ensure that the foreign workers aboard the U.S.-flag vessel have been subject to the same thorough background check that U.S. crews undergo. Nor does the legislation make clear that the foreign workers cannot be used in such a manner that their employment would decrease the manpower pool of American mariners in the U.S.-flag merchant marine.

MM&P will continue to work with Congress to make sure that any riding crew proposal addresses national security, maritime manpower and labor jurisdiction issues.
Administrator’s Column: Nov. – Dec. 2005
Valerie Verrecchio

For the Plans, the end of 2005 has been a time of celebrating milestones, taking on new challenges and trading spaces.

Important Milestones

On Sept. 21, Ann Marie McCullough celebrated 35 years with the Health & Benefit Plan. It was 1970 when the former Ann Marie Cerchio, a new high school graduate, walked into the Plans office in New York City looking for a job. Fortunately, Mr. Maher, the administrator at that time, recognized talent when he saw it and Ann was hired.

Thirteen years later, Ann Marie answered the call when the New York staff was offered the opportunity to move to the new Union headquarters and Plans building in Linthicum Heights. It was here that she began dating her future husband, Plans Deputy Director Patrick McCullough. Today, the two are the proud parents of 19-year-old Michael and 17-year-old Melissa.

Ann Marie’s career bloomed as well. In 1990, her obvious talents were rewarded and she was promoted to the position of director of the Health & Benefit Department. Over the past 35 years, Ann Marie has become well known to many, not only for her talent in solving health claim problems but also for her empathy and caring. She graces us every day with her sunny disposition and her endearing New York accent. Congratulations Ann Marie!

This year also marks the 22nd anniversary of the Plans move to Linthicum Heights. By year’s end, our staff expects to be “changing spaces” in the Plans building after the International Organization takes over ownership from the MATES Program. The space originally allocated to the Plans staff in 1984 far exceeds our needs in 2005. Through automation and consolidation of positions, what was once a staff of 85 is now a staff of 40. The introduction of voice mail, Internet access and 24-hour Inquiry Voice Response systems has made the administration of all the benefit plans more efficient, which means fewer staffers are required. With the space consolidation, the Plans will save significant money on annual rental costs; in the process, our staff will be equipped with workstations which are more up to date, as well as upgraded computers and voice mailboxes. The modernization of equipment will help staff continue to provide the highest level of service to our membership.

When you read this column, we expect to have completed the first two phases of our office move, which affect Pension, Vacation, IRAP, Accounting and the Trust Accounting Department staff. We anticipate that Health & Benefit should be relocated by Dec. 15. By year end, all staff should be working efficiently in their new locations.

While change is good, there is always the fear that we may lose something valuable in the process. Rest assured that many positive things will remain the same. Over half the Plans employees have been with us for 20 years or longer. Plans supervisory staffers—Howard Goldberg, Ken Ryan, Ann Marie and Pat McCullough, Larry Neubert and Madeline Petrelli—have, collectively, over 150 years experience at the Plans. (Since I entered my sixth year in this position on Nov. 1 most people...
have stopped referring to me as the “new administrator”"

Along with our familiar staff, we have also managed to retain a time-honored tradition. In the 1960s, the Health & Benefit Plan first began sending personalized leather baby shoes to the parents of every new MM&P baby. Before the move to Linthicum Heights, the company discontinued the product and the leather shoes were replaced with personalized ceramic keepsake shoes. Each month, Ann Marie runs a report, verifies the names and birth dates of new arrivals and sends a list to a local ceramicist, Sherry Parish. Sherry makes blue-trimmed booties for boys and pink-trimmed booties for girls, hand-painting the name and birth date on each pair before they are sent to our members’ families. We’ve gotten hundreds of thank-you notes over the years from new mothers who truly enjoyed receiving this personal keepsake. (I wonder how many recipients of those baby shoes are sailing on our vessels right now?)

The following contains information, by Plan, of current issues of interest to our members, as well as highlights of agenda items from the Board of Trustees meetings held at MITAGS Sept. 28-9.

**Pension**

The Trustees, with the assistance of the Plan’s Investment Consultants at Independent Fiduciary Services, continue to review the performance of the Plan’s investment managers. In a follow-up to prior recommendations, the Trustees adopted a revised Investment Policy Statement that incorporates the Board’s decision to allocate to investments in the real estate classification 5 percent of the Plan’s equity assets. With this revision, the total asset allocation to equities is at 45 percent. Besides the diversification into real estate, the equities themselves are diversified by investment style to further minimize risk. The current managers for the equity portion of the Plan’s investments and their equity styles are Bank of New York Index Fund, Intech Large Cap Growth Fund, Chase Large Cap Growth, Fidelity Large Cap Value, Chase Mid Cap Growth, Oppenheimer Mid Cap Value and American Reality Advisors Real Estate.

The policy also calls for a fixed-income asset allocation of 47.5 percent. The fixed-income investments are divided between Wright Investors Dedicated Bond Portfolio and the Bank of New York’s Intermediate Bond Index Fund. The Pension Plan also shares ownership of notes held on American Heavy Lift, valued at $6.9 million, and a parcel of land on the MITAGS property that was recently valued at $1.7 million.

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**Important Notice for All Columbia Northwest Retirees**

Effective Jan. 1, 2006, the annual prescription drug benefit will be limited to $1,000 per individual for all members covered under the Columbia Northwest Retiree Health option. This means that members who are eligible for Medicare Part D should enroll in a Medicare Part D program as soon as possible. After Jan. 1, 2006, retirees entitled to Part D should submit both cards to the pharmacy, where Medicare will be billed as the primary prescription drug coverage and the Plan will be billed as secondary. The pharmacist will let you know what your out-of-pocket expense will be at the counter. Letters have been sent to all members affected by this change. Please remember to sign and mail your acknowledgement to the Plans office in the pre-paid envelope.
The asset allocation is formally reviewed three times a year. The allocation is re-balanced when any asset class exceeds the upper end of, or falls below the lower end of, the target range by more than 0.5 percent.

Consultant Reports

The Plan’s actuarial consultants at the Segal Company presented the 2005 Actuarial Valuation and Withdrawal Liability report for 2005.

Following the presentations, the Trustees scheduled a special meeting for Dec. 8, 2005, to discuss the 2006 pension contribution rate. If any Plan changes are approved at that time, they will be communicated to the membership by mail immediately after the meeting.

Vacation Plan

The Board directed the Administrator to send letters to licensed members who worked for Maersk Lines Limited, reminding them that Plan Amendment 14, which allows these members to exceed the 45 allowable banked vacation days, expires Dec. 31, 2005.

Important Change in Retail Coverage of Prescription Drugs for All Members

Effective Jan. 1, 2006, all participants under the Plan will have a minimum co-pay at the retail level of $7.50 for generic drugs and $15 for brand name drugs where there is no generic equivalent—unless the total cost of the drug is less than the minimums (Plan cost plus member cost).

Effective Jan. 1, 2006, if there is a therapeutic generic equivalent available and the member or physician requests a brand name drug, in addition to the above listed minimums, the member will be responsible for the difference in cost at the retail level between the generic drug and the brand name drug.

Note: This rule has been in effect for mail order drugs since 2003.

IRAP

Representatives of Vanguard will be providing information about the IRAP Plan and answering questions about members’ investment options through Vanguard at November Port meetings in San Francisco, Seattle, Long Beach and Honolulu.

Hurricane Katrina Hardship Withdrawals

The IRS has published guidelines for 401(k) hardship withdrawals for members affected by Hurricane Katrina. This option, which remains open only until March 31, 2006, is available to those Plan participants who have their 401(k) accounts with Fidelity.

The IRS has waived both the customary 10 percent penalty and the six months’ suspension of contributions penalty. The withdrawals will, however, be subject to

Update on Medicare Part D Prescription Drug Benefit

At this writing, members who are eligible for Medicare should have received a mailing from the Center for Medicare Services (CMS) containing information about Medicare Part D prescription drug programs available in their respective states. All members who are eligible for enrollment in Part D—except for members under the Columbia Northwest Retirees health option—have, on average, at least as good prescription drug coverage under the Plan as would be offered them under Part D. Medicare advises that if your coverage is, on average, at least as good as Medicare Part D, you should maintain your current coverage. Medicare says you will not be assessed a penalty if you sign up for Part D coverage at a later date. You should already have received a Certificate of Creditable Coverage from the Plan Office. This is your proof that your benefits are at least equivalent to Part D.
taxes; the IRS has granted relief in the form of a three-year payment period. Please contact the Plans Office if you have been affected by Hurricane Katrina and would like to request a hardship withdrawal.

Health & Benefit

The Health & Benefit Subcommittee met one day prior to the full Board meetings. At the subcommittee meeting, the Trustees were advised of the Plan’s progress in preparing for the Medicare Part D benefit, which will begin open enrollment on or around Nov. 15. Retirees who are eligible to enroll in Part D will receive a mailing from the Plan Office advising them on how to proceed.

Open Enrollment for Members of Pilot Membership Groups

For the month of December 2005, there will be open enrollment for members of all participating Pilot groups. During this period, pilots and spouses from participating branches who dropped coverage in the past can re-enroll in the MM&P Plan. During this period, pilot members of participating branches can enroll in the Optional Program for Accidental Death and Dismemberment.

Medicare Part B Premium Reimbursement

The Trustees approved reimbursement of the Medicare Part B premium for the 2006 plan year for retirees who meet the Plan Rules.

New Auditors

Last, the Trustees have selected the auditing firm of Gorfine, Schiller & Gardyn, P.A., as the Plan’s auditor beginning with the 2005 Plan Year. KPMG, the Plan’s current auditor, declined to bid on the Plan’s ongoing business because it has a large corporate client base and KPMG management believed its resources could be put to better use if it could maintain a focus on corporate business. Given this situation, in the context of the bidding process, KPMG management felt that the company could not make us a cost-competitive offer.

The following is the full text of the amendment ratified by the Trustees at the Board meetings of Sept. 28-9, 2005.

Amendment No. 97 to the M.M.& P. Health & Benefit Plan Rules and Regulations

1) Article III (Eligibility), Section 6.E (Pacific Maritime Region Employees) is amended by the addition of a new sentence at the end of Paragraph E to read as follows:

“Notwithstanding anything herein to the contrary, effective January 1, 2006, the maximum reimbursement or payment for Prescription Drug Benefits under Article IV, Part B herein shall not exceed $1,000 in any calendar year for any Pacific Maritime Region Retiree or their Surviving Spouse who is eligible for coverage hereunder.”

2) Article IV (Benefit Provisions), Part B (Prescription Drug Benefit), Section 3.A (Retail Program for Short Term Medication) is amended by the addition of a new sentence at the end of Paragraph A to read as follows:

“Notwithstanding anything herein to the contrary, effective January 1, 2006, Covered Individuals will be required to pay a minimum co-payment of $15.00 for brand name drugs and $7.50 for a generic equivalent, provided further, however, that if there is a therapeutic generic equivalent of the brand name Prescribed Drug and the Covered Individual directs the brand name version be dispensed, the Covered Individual shall be responsible for a co-payment equal to the difference in costs between such brand name and the therapeutic generic equivalent in addition to the above minimum dollar co-payments.”
Edgar C. Baker, 79, died May 28. A resident of Fernandina Beach, Fla., and a pensioner since 1990, he last sailed for Puerto Rico Marine Management as master of the SS Guayama. After retiring, he pursued his interest in music, learning how to play the accordion. He is survived by his wife, Margerete.

David R. Bass, 87, died May 1. A pensioner since 1973 and a resident of Tampa, Fla., he last sailed for Hudson Waterways Corp. as master of the Seatrain Maryland. He is survived by his wife, Marjorie.

William G. Bauer, 53, died Nov. 22, 2004. A resident of Reno, Nev., he was an active member who last sailed March 26, 1999, with Sealand Service Inc. as third mate of the Sealand Pacific.

Frederick T. Bock, 61, died Aug 5. A gifted teacher and mentor, he had planned to become a pensioner this year. He donated his time to the Humane Society and was a member of the Juan De Fuca Chapter of the U.S. Merchant Marine Veterans Association. He also enjoyed creating websites for his family and friends. He is survived by: his wife, Jan; his children, Kellie, Fred and Tom; eight grandchildren and four great-grandchildren.

William R. Cook, 81, died April 8. A resident of Bloomfield, Ky., he became a pensioner in 1988. He last sailed for Lykes Brothers Steamship Company as third mate of the Sue Lykes. He is survived by: his wife, Helen; two daughters, Carla and Teresa; and two granddaughters.

Domenick Coppola, 78, died April 5. A pensioner since 1992 and a resident of Eatontown, N.J., he last sailed for Central Gulf Lines Inc. as chief mate of the SS Rover. He devoted his spare time to his grandchildren as well as to flying, shopping and ships. He is survived by: his daughter, Amy; son, Patrick; and four grandchildren.

Russell E. Cowan, 93, died June 21. A pensioner since 1976 and a resident of Sea Level, N.C., he last sailed for Sealand Service Inc. as third mate of the Beauregard. He loved spending time with friends and family, as well as going on fishing trips, playing poker and rooting for the Chicago Cubs. He is survived by: a son and a daughter, Russell E. Cowan Jr. and Mary Elizabeth Cowan Mayeux.

Gerald X. Devlin, 66, died May 13. A pensioner since 1989 and a resident of Olive Hill, Ky., he last sailed for Central Gulf Lines Inc. as chief mate of the SS Green Island. He enjoyed fishing, driving ATVs, wildlife and visiting family and friends. He is survived by: his wife, Margie; daughter, Monica; and three grandsons.

Wallace (“Red”) L. Domec, 74, died March 31. A resident of Lucedale, Miss., and a pensioner since 1998, he last sailed for Lykes Brothers Steamship Co. as master of the Letitia Lykes. After retiring, “Red” spent most of his time with his wife on his ranch in Texas, breeding, training and racing quarter horses. He is survived by: his wife, Jewel; a son; eight grandchildren; 11 great-grandchildren; and a brother.

Newton Durabb, 90, died June 19. A resident of Woodbridge, Va., and a pensioner since 1977, he last sailed for Delta SS Lines as chief mate of the Delta Paraguay. He is survived by: his wife, Mary Cucchero Durabb; three children, Donna, Newton and Maurice; and two grandchildren.

Willis G. Foreman, 79, died April 29. A resident of Crowley, La., and a pensioner since 1985, he last sailed for Sealand Service Inc. as third mate on the Sealand Consumer.
Samuel W. Galstan, 84, died April 17. A pensioner since 1986 and a resident of Antioch, Calif., he last sailed for Waterman Steamship Co. as master of the SS Fairport. Before his retirement, he served as Western Region Director of the U.S. Maritime Administration. He is survived by: his brother, Hugh; his son, Bill; a granddaughter and a grandson.

Charles B. Grant, 78, died June 23. A pensioner since 1987 and a resident of Vancouver, Wash., he last sailed for American President Lines as third mate on the President Tyler. He enjoyed old movies, spending time with his grandchildren and going to garage sales. He is survived by: his wife, Penelope; a son and a daughter, James and Charlotte; and two granddaughters.

Robert E. Gustin, 81, died May 26. A pensioner since 1972 and a resident of Madeira Beach, Fla., he last sailed for Moore McCormack Lines as chief mate of the Mormacargo. A great storyteller and host for many celebrations, he loved performing as an amateur magician. He was very proud of his master’s license and of the time he served the country in World War II. He is survived by: two sisters, Ruth and Barbara.

Eugene J. Haat, 76, died April 1. A resident of Arabi, Calif., and a pensioner since 1994, he last sailed for Waterman Steamship Co., as third mate on the SS Robert E. Lee. He loved to cook and spend time with his grandchildren. He is survived by: his wife, Teresa; three daughters, Maria, Debbie and Margaret; and six grandchildren.

Jack Heja Han, 87, died June 13. A resident of San Francisco, Calif., and a pensioner since 1987, he last sailed for Sealand Service Inc. as third mate on the Sealand Patriot.

Calvin C. Hunziker, 80, died April 14. A resident of Salome, Ariz., and a pensioner since 1987, he last sailed for Sealand Service Inc. as second mate of the Sealand Developer. He enjoyed traveling in his motor home as a snowbird. He is survived by: his wife, Doris; and three children, Capt. Calvin C. Hunziker Jr. Maryanne Hunziker and David J. Hunziker.

Odd Julian Killie, 90, died May 30. A pensioner since 1973 and a resident of Chalmette, La., he last sailed for Lykes Brothers Steamship Co. as third mate of the SS Frederick Lykes.

Richard R. Lawrence, 89, died Aug. 5 2004. A pensioner since 1972 and a resident of Allyn, Wash., he served in the Merchant Marine during World War II. He later owned and operated his own marine freight line company. He enjoyed fishing, golfing and traveling and was a member of the Prince of Peace Catholic Mission in Belfair. He is survived by: his wife, Gladys Jutte; two sons, Richard and Ryan; six grandchildren; and three great-grandchildren.

Richard D. Lewis, 71, died May 9. A resident of Honolulu, Hawaii, and a pensioner since 2001, he last sailed for Matson Lines Inc. as third mate of the SS Lurline.

Bjorn E. Lundquist, 76, died May 18. A pensioner since 1987 and a resident of Hjalteby, Sweden, he last sailed for Farrell Lines as third mate of the CV Argonaut. He is survived by: three children, Jan Stephan Lundquist, Sandra Lundquist and Susan Carroll.

Edward B. Monaghan, 79, died March 31. A pensioner since 1973 and a resident of Sea Level, N.C., he last sailed for Hudson Waterways Corp. as master of the USNS Yukon.

Leon E. Murray, 85, died April 17. A resident of Boothbay, Maine, and a pensioner since 1980, he last sailed for Farrell Lines Inc. as master on the SS Export Commerce.
## Directory of MM&P Offices

### International Headquarters

700 Maritime Boulevard  
Linthicum Heights, MD 21090  
Phone: 410-850-8700 • Fax: 410-850-0973

E-mail: iommp@bridgedeck.org  
Website: www.bridgedeck.org

WLO Marine Radio ITU Sitor  
E-mail: iommp@bridgedeck.org

### International Officers

**Timothy A. Brown, President**  
Ext. 17; e-mail: president@bridgedeck.org

**Glen P. Banks, Secretary-Treasurer**  
Ext. 21; e-mail: sec-treas@bridgedeck.org

### Executive Offices

**George Quick, Vice President**  
Pilot Membership Group  
Ext. 20; e-mail: gquick@bridgedeck.org

**Mike Rodriguez, Executive Assistant to the President**  
Ext. 23; e-mail: mrodriguez@bridgedeck.org

**Richard Plant, Director of Special Projects**  
Ext. 36; e-mail: rplant@bridgedeck.org

**Joe Stone, Special Representative**  
Ext. 24; e-mail: jstone@bridgedeck.org

**Audrey Scharmann, Executive Secretary**  
Ext. 17; e-mail: ascharmann@bridgedeck.org

**Diane Chatham, Executive Secretary**  
Ext. 21; e-mail: dchatham@bridgedeck.org

### Legal Department

**John Singleton, International Counsel**  
Ext. 19; e-mail: jsingleton@bridgedeck.org

**Gabriel Terrasa, Associate Counsel**  
Ext. 45; e-mail: gterrasa@bridgedeck.org

### Communications Office

**Lisa Rosenthal, Communications Director**  
Ext. 27; e-mail: communications@bridgedeck.org

### Accounting Office

**John Gorman, International Comptroller**  
Ext. 12; e-mail: jgorman@bridgedeck.org

### Government Employees’ Membership Group

**Randi Ciszewski, Representative**  
c/o MEBA-District 1  
37 Edward Hart Dr., Jersey City, NJ 07305  
Phone: 201-433-7700; Fax: 201-433-7959  
E-mail: rciszewski@bridgedeck.org

**David H. Boatner, West Coast Contact**  
IOM&M&P – Los Angeles/Long Beach  
533 N. Marine Av., Wilmington, CA 90744-5527  
Phone: 310-834-7201; Fax: 310-834-6667  
E-mail: dboatner@bridgedeck.org

**Bill Steele, U.S. Navy Civil Service Pilots Representative**  
Naval Station Mayport  
P.O. Box 280131, Mayport, FL 32228  
Phone: 904-270-5378; Fax: 904-270-6890

### Offshore Membership Group

**Rich May, Vice President-Atlantic Ports**  
**Bob Groh, Vice President-Gulf Ports**  
**Don Marcus, Vice President-Pacific Ports**

### Boston

**Dan Cartmill, Dan Goggin, Representatives**  
Harbour Point East  
80 Everett Av. – Suite 211, Chelsea, MA 02150  
Phone: 617-884-8680; Fax: 617-884-8438  
E-mail: boston@bridgedeck.org

### Charleston

**Elise Silvers, Representative**  
1529 Sam Rittenberg Blvd., 2nd Floor  
Charleston, SC 29407  
Phone: 843-766-3565; Fax: 843-766-6352  
E-mail: esilvers@bridgedeck.org

### Honolulu

**Randy Swindell, Representative**  
707 Alakea St. - No. 212, Honolulu, HI 96813  
Phone: 808-523-8183; Fax: 808-538-3672  
E-mail: rswindell@bridgedeck.org

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**Nell Wilkerson, Representative**  
8150 South Loop East - Suite 207, Houston, TX 77017  
Phone: 713-649-8812; Fax: 713-649-6101  
E-mail: wfarthing@bridgedeck.org; nwilkerson@bridgedeck.org

### Jacksonville

**Liz Pettit, Representative**  
349 E. 20th St., Jacksonville, FL 32206  
Phone: 904-356-0041; Fax: 904-353-7413  
E-mail: lpettit@bridgedeck.org
Los Angeles/Long Beach
David H. Boatner, Agent-Pacific Ports
Bernadette Hertel, Representative
533 N. Marine Av., Wilmington, CA 90744-5527
Phone: 310-834-7201; Fax: 310-834-6667
E-mail: dboatner@bridgedeck.org
bheretel@bridgedeck.org

Miami/Port Everglades
Bob Groh, Vice President-Gulf
Duane M. Koran, Port Representative
540 East McNab Rd., Suite B
Pompano Beach, FL 33060-9354
Phone: 954-946-7883; Fax: 954-946-8283
E-mail: rgroh@bridgedeck.org
dkoran@bridgedeck.org

New Orleans
Sue Bourcq, Representative
3330 West Esplanade, Suite 209, Metairie, LA 70002-3454
Phone: 504-837-5700; Fax: 504-834-1815
E-mail: sbourcq@bridgedeck.org

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Richard May, Vice President-Atlantic
Marilyn Brunner, Representative
26 Journal Sq. - Suite 1502, Jersey City, NJ 07306
Phone: 201-963-1900; Fax: 201-963-5403
Assistant Port Agent: 201-963-1918
E-mail: rmay@bridgedeck.org
mbrunner@bridgedeck.org
ynnj@bridgedeck.org (Assistant Port Agent)

Norfolk, Va.
Patricia Powell, Representative
1058 West 39th St., Norfolk, VA 23508
Phone: 757-489-7406; Fax: 757-489-1715
E-mail: ppowell@bridgedeck.org

San Francisco
Sandy Candau, Representative
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450 Harrison St. - Room 209
San Francisco, CA 94109-2691
Phone: 415-777-5074; Fax 415-777-0209
E-mail: scandau@bridgedeck.org
fmedeiros@bridgedeck.org

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E-mail: freyes@bridgedeck.org

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Kathleen O. Randrup, Representative
2333 Third Av., Seattle, WA 98121-1711
Phone: 206-441-8700; Fax: 206-448-8829
E-mail: dmarcus@bridgedeck.org
krandrup@bridgedeck.org

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Laura Cenkovich, Representative
202 S. 22nd St., Suite 205, Tampa, FL 33605-6308
Phone: 813-247-2164; Fax: 813-248-1592
E-mail: lcenkovich@bridgedeck.org

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E-mail: gquick@bridgedeck.org

East Coast Regional Representative
Timothy J. Ferrie
201 Edgewater St., Staten Island, NY 10305
Phone: 718-448-3900; Fax: 718-447-1582
Email: tferrie010@msn.com

Gulf Coast Regional Representative
Richard D. Moore
8150 S. Loop E., Houston, TX 77017
Phone: 713-645-9620

West Coast Regional Representative
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Pier 9, East End, San Francisco, CA 94111
Phone: 415-362-5436
E-Mail: sfbpkip@aol.com

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E-mail: amp@arctic.net

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E-mail: officeadmin@hawaiipilots.net

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800 S. Columbus Blvd., Philadelphia, PA 19147  
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Capt. Richard McCurdy
101 Stewart St. - Suite 900, Seattle, WA 98101
Phone: 206-728-6400; Fax: 206-448-3405

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5148 West Pkwy., Groves, TX 77619
Phone: 409-722-1141; Fax: 409-962-9223

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E-mail: admin@jaxpilots.com

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San Juan, PR 00902-1034
787-722-1166

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Bill Greig, Port Agent; Kip Carlson, MM&P Rep.
Pier 9, East End, San Francisco, CA 94111
Phone: 415-362-5436; Fax: 415-982-4721

Sandy Hook Pilots
Peter Rooss, Branch Agent
201 Edgewater St., Staten Island, NY 10305
Phone: 718-448-3900; Fax: 718-447-1582

Savannah Pilots Association
William T. Brown, Master Pilot
550 E. York St., P.O. Box 9267, Savannah, GA 31412
Phone: 912-236-0226; Fax: 912-236-6571

Southeast Alaska Pilots Association
Ted Kellogg, President
1621 Tongass Ave. - Suite 300, Ketchikan, AK 99901
Phone: 907-225-9696; Fax: 907-247-9696
E-mail: pilots@seapa.com
Website: www.seapa.com

Southern New England Pilots Association
Howard McVay
243 Spring St., Newport, RI 02840
Phone: 401-847-9050; Toll Free: 800-274-1216

Southwest Alaska Pilots Association
Michael J. O’Hara, Branch Agent
P.O. Box 977, Homer, AK 99603
Phone: 907-235-8783; Fax: 907-235-6119
E-mail: swpilots@gci.net

Tampa Bay Pilots
Allen L. Thompson, Executive Director
1825 Sahlman Dr., Tampa, FL 33605
Phone: 813-247-3737; Fax: 813-247-4425

Virginia Pilot Association
J. William Cofer, President
3329 Shore Dr., Virginia Beach, VA 23451
Phone: 757-496-0995

Western Great Lakes Pilots Association
Donald Willecke, President
1325 Tower Av., P.O. Box 248, Superior, WI 54880-0248
Phone: 715-392-5204; Fax: 715-392-1666

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Capt. Herring
P.O. Box 10070, Southport, NC 28461
Phone: 910-457-6909

United Inland Membership Group
Steve Demeroutis, Vice President

Cleveland
Charles Malue, Great Lakes Representative
1250 Old River Rd., Cleveland, OH 44113
Phone: 216-776-1667; Fax: 216-776-1668
E-mail: cmalue@bridgedeck.org

Jacksonville
James Avera, International Representative
349 E. 20th St., Jacksonville, FL 32206
Phone: 904-355-3534; Fax: 904-353-7413
E-mail: javera@bridgedeck.org

Portland
John Schaeffner, Branch Agent
2225 N. Lombard St. - No. 206, Portland, OR 97217
Phone and Fax: 503-283-0518
E-mail: jschaeffner@bridgedeck.org

San Francisco
Raymond W. Shipway, Branch Agent
450 Harrison St. - East Mezzanine - Room 205
San Francisco, CA 94105-2691
Phone: 415-543-5694; Fax: 415-543-2533
E-mail: rshipway@bridgedeck.org
San Juan, Puerto Rico
Luis Ramirez, Atlantic & Gulf Representative
Miramar Plaza Center - Suite 305
954 Ponce de Leon Ave., Santurce, PR 00907
Phone: 787-725-7604; Fax: 787-723-4494

Seattle
Steve Demeroutis, Vice President
2333 Third Av., Seattle, WA 98121-1711
Phone: 206-441-1070; Fax: 206-443-3752
E-mail: sdmemeroutis@bridgedeck.org

Wilmington
Raymond W. Shipway, Branch Agent
533 N. Marine Ave., Wilmington, CA 90744-5527
Phone: 310-549-8013; Fax: 310-834-6667
E-mail: rshipway@bridgedeck.org

Maritime Institute for Research and Industrial Development (MIRAID)
C. James Patti, President
1025 Connecticut Ave, NW - Suite 507
Washington, DC 20036-5412
Phone: 202-463-6505; Fax: 202-223-9093
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Admissions: admissions@mitags.org
Website: www.mitags.org

Pacific Maritime Institute (PMI)
Gregg Trunnell, Director
1729 Alaskan Way, S., Seattle, WA 98134-1146
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The Master, Mate & Pilot November – December 2005 - 27 -
Dramatic, colorful prints of the steamboat Seawanhaka are being offered for sale to benefit MM&P’s Political Contribution Fund. (Above) Artist Brian Hope with MM&P International President Timothy Brown. Hope has signed a limited number of the prints to be sold for the benefit of the union’s PCF. The $40 cost of each print includes shipping, handling, and a brief history, on parchment, of the union’s dramatic origins in the fire aboard the Seawanhaka. Capt. Hope sailed in the Vietnam Sealion and with U.S. Lines before joining the Association of Maryland Pilots. His paintings hang in museums, businesses and private homes. To obtain a colorful print and further the interests of our nation’s merchant mariners, contact MM&P Asst. Comptroller Beverly Gutmann by phone (410-850-8700, ext. 11), fax (410-850-8384) or e-mail (bgutmann@bridgedeck.org).
Rosemary “Rose” Smith

MITAGS students know Rose as the “very nice lady” in the accounting department who ensures they receive their travel reimbursement checks in a timely manner. Besides the fact that she processes all the invoices, what you may not know about Rose is that she is the purchasing clerk for all the services and supplies that keep MITAGS running. If that’s not enough, she also keeps track of MITAGS capital assets and equipment, which total over $30 million.

When Rose joined MITAGS in November 1984, she divided her week between work at the front desk of the Residence Center and in Administration, where she processed student transportation claims. When her extensive accounting skills became apparent, she was quickly promoted, in 1987, to be a full-time accounting clerk. “I truly enjoy meeting and working with the students and staff of MITAGS,” says Rose. “I take great pride in my work and in doing it on time, which is just good customer service.”

PMI Develops Standards for Apprenticeship Program

Gregg Trunnell, director of MM&P’s Pacific Maritime Institute in Seattle, Wash., has announced that the Officer in Charge of Navigational Watch (OICNW) Apprenticeship Program has been officially recognized as an “occupation” by the U.S. Department of Labor (DOL).

PMI provided guidance and consultation to DOL in its development of the standards and training schedules incorporated in the OICNW Apprenticeship Program. The program has also obtained U.S. Coast Guard approval. The training follows the guidelines of the International Maritime Organization (IMO) criteria for Officer in Charge of Navigational Watch.

“The OICNW Apprenticeship Program has the support of the Pacific Coast Maritime Consortium (PCMC), which is comprised of five major maritime employers and five national maritime unions,” said Anne Wetmore, Washington State director for DOL. “Registered apprenticeship programs tend to be very successful because of the commitment from both employers and employees, as well as the quality and combination of on-the-job training and classroom instruction.

“DOL has worked with the maritime community over the past two years to develop the OICNW Program,” she said. “We’re still working on development of the requirements to allow high school and college students, as well as job seekers who want a career in the maritime industry, a clear pathway into the program.”

DOL’s Employment, and Training Administration, Office of Apprenticeship Training Employer and Labor Services (ATELS) recently distributed a national labor bulletin which provided the following information: Officer in Charge of Navigational Watch (OICNW)

O*NET CODE: 53-5021.02
Training Term: 3,000 hours
Type of Training: Time-based

For more information about OICNW training at PMI, contact Gregg Trunnell at (206) 719-2801 or by e-mail at gtrunnell@mates.org. You can also visit the PMI website at http://www.mates.org.

MITAGS Congratulates LAP Students

MITAGS Executive Director Glen Paine and the MITAGS staff would like to congratulate the students who have passed the License Advancement Program (LAP) examination: John Schmidt—Master; Keith Sauls—Chief Mate/Master; Sandra Pirtle—Master; John Souza—Chief Mate/Master; Robert Beauregard—Master; David Link—Master, Great Lakes; Patrick Rawley—Chief Mate/Master; James Kobis,—Master; J.D. Schampera—Chief Mate/Master; Kerry Phillips—Second Mate; and Scott Reed—Second Mate.
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