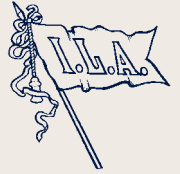


Vol. 53, No.3
May | June 2017

The International Marine Division of ILA/AFL-CIO



The Master, Mate & Pilot

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

New Washington State Ferry Sets Sail

U.S. Fleet Fights to Defend Maritime Programs

SUNY Maritime Honors SLNC Founders



The Master, Mate & Pilot

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About the Cover

MV Chimacum began service on the Seattle-Bremerton route in June.

Licensed deck officers aboard all the ferries in the Washington State Ferries fleet are members of the MM&P

United Inland Group-Pacific Maritime Region.

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FROM THE PRESIDENT

America First... Maybe

Union Sisters and Brothers:

Many members of Masters, Mates & Pilots and other unions around the country responded enthusiastically to the “America First” appeal in the recent presidential campaign. In our line of work, America First in the form of the U.S. flag is our mantra. Without it, our livelihoods would follow those of countless other American workers in textiles, steel, auto and even technical support services: outsourced for the “greater good” of Wall Street.

A review of recent developments in the U.S. maritime industry since Inauguration Day indicates that there is fog developing on the horizon. The prudent mariner must call out the lookout, notify the Engine Room and prepare to reduce speed and sound signals for maneuvering in restricted visibility.

On the one hand, there have been positive developments. The selection of Elaine Chao as Secretary of Transportation holds great promise. If she is supported in her role by the President’s Administration, her first-hand knowledge of and experience in the maritime industry could be invaluable. Not since former merchant mariner Andrew Card has there been a Secretary of Transportation with such a direct connection to our industry.

In addition, the recent appointment of Admiral Mark H. Buzby as Maritime Administrator could not be more promising. The former Commander of Military Sealift Command and a true mariner, Admiral Buzby is, above all, a true leader. He gets things done and commands respect. I can make this statement from personal experience, having been a classmate of his at the U.S. Merchant Marine Academy, Class of 1979.

While from day one as “plebes” we may have been on opposite ends of the regimental and philosophical spectrum, it was obvious to me as well as to everyone else in our class that here was man who not only talked the proverbial talk, but walked the walk. Aboard ship as a naval officer or in command at Military Sealift Command, his guiding principle has been “the Mission *and* the People.” What better guideline can there be aboard ship or ashore, in the military or outside of it, when it comes to the workplace?



An affiliation with MM&P and the Panamanian Union of Captains and Deck Officers (UCOC)—will be a source of strength and international solidarity. (Above) UCOC Secretary-General Iván De La Guardia and MM&P President Don Marcus announce their organizations’ mutual support at a press conference in Balboa, Panama.

Apart from these very positive developments, the fog sets in. Consider the following:

- **Maritime Security Program (MSP):** In the fiscal year 2017 budget, close to the full \$5 million per ship was allocated and approved for MSP. This is a great result and a necessary boost for our employers who have been struggling with reductions in government cargoes and the continuing international slump in shipping. However, not long after that positive development, the President’s fiscal year budget for 2018 was issued with a return to the previous amount of \$3.5 million per ship. One would expect that if \$5 million per ship is justified and budgeted for one year, it would also be proposed for the following year. Reducing the amount only raises more questions about the program and signals the risky nature of private investment in U.S.-flag shipping.
- **Jones Act:** One of the Obama Administration’s last acts was a notice, issued on Jan. 18, 2017 by the U.S. Customs and Border Protection Agency, to amend various regulations and revoke previous letter rulings related to the use of foreign flag offshore service vessels in the Gulf of Mexico. This positive development would have gone a long way towards putting U.S. mariners and shipyard workers back to work in the oil and gas

continued on page 2

FROM THE PRESIDENT (CONTINUED)

From the President, continued

sector. Unfortunately, the outcry by the oil majors and the offshore exploration industry caused this proposal to be withdrawn early in May. Apparently, the current Administration's America First Energy Plan does not extend to American offshore mariners or shipyard workers of whom over 3,000 are now said to be out of work. Meanwhile, attacks on the Jones Act continue unabated, and while our allies on both sides of the aisle in Congress are holding fast, a clear statement by the Administration on this subject has not been forthcoming. Support by the Trump Administration for the Jones Act is essential.

- **Cargo Preference/"Food for Peace":** Another very short-lived development that went south was the recent indication by the President's Administration of the desire to increase the U.S.-flag shipping requirements in the "Food for Peace" program from 50 percent to 100 percent. This excellent proposal was quickly put to rest by, among others, Senator Bob Corker, a long-time adversary of U.S.-flag shipping. Senator Corker and others, including the usual non-governmental agencies that prefer cash with no strings attached and have no interest in the American worker or the American farmer, prevailed upon the Administration to drop the proposal. It remains to be seen how other aspects of the "Food for Peace" program are to be administered and how industry efforts to tighten-up the enforcement of our cargo preference laws progress. This is one area where dynamic and effective leadership at the Department of Transportation and the Maritime Administration could make a huge difference.

Taken together, these developments show why the horizon is murky. Be certain that Masters, Mates & Pilots and our professional staff in Washington, D.C., will be at the forefront in advocating for your jobs and putting America First.

But we need your help—and not only to defend and grow our job base. What sort of America would there be without an effective labor movement and the right to collectively bargain? "Right to Work (for less)" legislation pending in Congress and developments in the U.S. Supreme Court do not inspire confidence. Contacting your Senators and Representatives on these issues and others, participating in the democratic process, and supporting our political efforts in Washington, D.C., by contributing hard-earned dollars to our Political Contribution Fund are necessary to secure not only our jobs, but our middle-class way of life and the future of our children.

While there may be a fog-bank lurking on the horizon, there are also beacons. One such beacon is the Maritime Labor Alliance (MLA), the group of like-minded maritime unions committed to our industry and the basic principles of the labor movement. The MLA was established in 2013 and consists of the American Radio Association (ARA), Inlandboatmen's Union of the Pacific (IBU), International Longshoremen's Association (ILA), International Longshore and Warehouse Union (ILWU), Marine Engineers' Beneficial Association and MM&P. It represents approximately 120,000 maritime workers in our industry. I am pleased to say we recently conducted our second meeting of 2017, and we are committed to overcoming the challenges ahead in the political arena, on the docks and at sea.

Another beacon is international solidarity. Members will be receiving a ballot in the mail to formally approve the affiliation of MM&P with the Panamanian Union of Captains and Deck Officers (Union de Capitanes y Oficiales de Cubierta – "UCOC").

UCOC is a union of the Panama Canal Authority and is recognized as such by that authority and by the national laws of Panama. UCOC is the exclusive representative for the bargaining unit covering all licensed deck officers of the tugboat fleet, dredges and related vessels operated by the Panama Canal Authority. This group consists of approximately 200 masters and deck officers and traces its history with MM&P back to 1918, when it was an integral part of our organization; it remained so until the mid-1990s, subsequent to the turnover of the Panama Canal.

Like the recent restoration of our connection to the harbor workers, tugmen and ferry personnel of the Atlantic Maritime Group—a connection that we can trace back to MM&P's Associated Harbor Workers Local Number One in the early 1900s—the possibility of restoring our fraternal ties to the captains and deck officers in the Canal is exciting. Assisting them in their efforts to increase their profile internationally as well as improving their working conditions on the Canal is a worthy endeavor in the true tradition of our Union.

Please review the information you receive on the UCOC affiliation and vote to bring the "International" back into the International Organization of Masters, Mates & Pilots.

Fraternally,
Don Marcus
MM&P International President

NEWS BRIEFS

U.S. Fleet Too Small for Prolonged Overseas Military Operation, Says Defense Logistics Chief



Gen. Darren McDew says the U.S. could initially deploy enough resources to a conflict zone but that the country no longer has enough merchant mariners to sustain a prolonged operation.

The U.S.-flag fleet is so small as to compromise the country's sealift sustainment capability, according to Gen. Darren McDew, commander of U.S. Transportation Command (USTRANSCOM).

USTRANSCOM is responsible for the global movement of combat units and sustainment cargo for America's armed forces.

McDew told senators at a hearing in May before the Senate Armed Services Committee that the country's ability to support and sustain the troops has been damaged by "merchant marine shortages and the reduction of U.S.-flag vessels."

McDew, consistently a strong advocate for the American Merchant Marine, told members of the committee that the country could initially deploy sufficient forces and equipment to a conflict zone.

But he said America would face "critical challenges" after the first 30 days because of the lack of suitable ships, aircraft and personnel to sustain a surge.

He said that fact became apparent in the context of "a critical examination of how USTRANSCOM executes its logistics mission in the contested environments of the future."

Earlier this year, USTRANSCOM held its "first ever contested environment war game imagining a scenario in which we didn't dominate the skies or control the seas."

Among the lessons learned: "any further delay to the recapitalization of our military sealift capability creates risk in our future ability to deploy forces across the globe."

"If we don't take action soon," he added, "many of our Military Sealift Command vessels will begin to age out by 2026."

Rear Admiral Mark Buzby Nominated To Be Next Maritime Administrator



President Donald Trump has nominated Rear Adm. Mark H. Buzby to be the next head of the U.S. Maritime Administration (MARAD).

Buzby served as commander, Military Sealift Command, and has also held key positions on the Navy Staff, the Joint Staff, and several Navy fleet staffs.

He is a recipient of the Navy Distinguished Service

Medal, the Bronze Star and numerous other personal and unit awards.

His naval career—including serving in at-sea billets, primarily on cruisers and destroyers—has spanned 34 years.

"Admiral Buzby is a remarkable leader with the skills and experience needed to enhance the American Merchant Marine's ability to carry out its essential roles in support of the U.S. economy and national defense," said MM&P President Don Marcus. "We commend the administration on his selection."

NEWS BRIEFS (CONTINUED)

Unions, U.S.-Flag Shipping Companies Work to Secure Funding for Maritime Programs

The maritime unions and U.S.-flag shipping companies are working to secure funding for the programs that enable the American Merchant Marine to carry out its essential role in our nation's defense, homeland security and economic life.

President Trump's budget recommended a \$210 million Fiscal Year 2018 funding level for the Maritime Security Program (MSP), \$90 million less than the level authorized by Congress.

In addition, the budget calls for the elimination of the Title II PL-480 Food for Peace program, which provides an important source of cargo for U.S.-flag ships.

The budget also advocates \$10 million in cuts to the Export-Import Bank and would cancel \$165 million of the bank's Tied Aid Fund, which provides financing for public sector capital projects in developing countries.

A significant portion of the cargo financed by the Export-Import Bank is transported aboard U.S.-flag ships.

The administration's budget request is considered the president's "wish list," in that budget authority resides with the U.S. Congress.

Many members of Congress have greeted President Trump's budget proposal with skepticism, in part because of its cuts to essential programs like MSP.

MM&P is working with the rest of the U.S.-flag fleet and members of Congress who recognize the importance of our industry to secure full funding for MSP and other key maritime programs.



World War II Merchant Mariners on Capitol Hill

A group of veterans who served in the American Merchant Marine during World War II were on Capitol Hill in May, meeting with members of Congress to urge passage of a bill that would provide them with long-overdue compensation.

The occasion was part lobbying event, part “meet and greet” and part book launch: each participant received a copy of the highly regarded new book by William Geroux, “The Mathews Men: Seven Brothers and the War Against Hitler’s U-Boats.”

Geroux himself was on hand to present an overview of the book, which details the pivotal role played by the men and women who risked their lives to move war fighters, supplies and materiel during World War II.

“The Mathews Men” is Geroux’s first book. It is available on Amazon.com, which selected it as one of the top books of 2016. It tells the story of the merchant mariners of World War II through the eyes of seven brothers from Mathews County, Va., all of whom took part in the massive Allied sealift.

The Capitol Hill event, which took place on May 19,

was sponsored by the Navy League and USA Maritime, an organization that includes MIRAID and MM&P.

It was attended by a large audience of Congressional staffers and by Congressmen Al Green (D-Texas) and Alan Lowenthal (D-Calif.). Green is the chief sponsor, and Lowenthal is a co-sponsor, of the Honoring Our Merchant Mariners Act of 2017, which would provide World War II merchant mariners with a one-time \$25,000 benefit.

Shortly before President Franklin Roosevelt died in 1945, he urged Congress to recognize World War II merchant mariners, who were not included in the G.I. Bill. But it never happened.

“We owe these mariners an expression of gratitude and an apology,” Green said. “We were wrong, we should have done it sooner but it’s better to do it now than never at all.”

“This is a debt that’s long overdue,” Lowenthal said. “I intend to make sure that this Congress lives up to our obligation to honor those who so bravely served our nation.”



A group of World War II merchant mariners came to Washington, D.C., in May to educate members of Congress and their staffs and to push for long-overdue compensation for their wartime service. (Back row, left) Sheila Sova and Laura Johnson Riddle (right), daughters of World War II American mariners with MIRAID President C. James Patti; (front row, left to right) American Merchant Marine Veterans (AMMV) members Bob Weagant, Eugene F. Barner, Charles A. Mills and Morris Harvey. Harvey is vice president (and former president) of the AMMV.

NEWS BRIEFS (CONTINUED)

Newest Washington State Ferry Sets Sail

The newest addition to the Washington State Ferry (WSF) fleet began service on the Seattle-Bremerton route in June.

Chimacum, the third of four Olympic-class vessels replacing older ferries in the fleet, was delivered in April.



MM&P Captains Greg Sugden and Genevieve Fritschen in the pilothouse. Sugden is the “designated construction master” and Fritschen is the “designated chief mate” for the Olympic class vessels. It is their job to serve as operations liaison for the project and ensure that set-up, supply and regulatory compliance are taken care of in a timely manner. The two also operate the vessels during sea trial and conduct initial training for the crews.

Four 15-person crews began training aboard the vessel in May.

The licensed deck officers who sail aboard the Washington State Ferries are members of the MM&P United Inland Group-Pacific Maritime Region.

Chimacum will replace the *Hyak* on the Bremerton route.



Chimacum, the third of four Olympic-class vessels replacing older ferries in the fleet, began service on the Seattle-Bremerton route in June. The licensed deck officers aboard all the ferries in the Washington State Ferries fleet are members of the MM&P United Inland Group-Pacific Maritime Region.

Autonomous Ships: Looking Beyond the Hype

Equipment manufacturers continue to tout the potential of unmanned, “autonomous” vessels.

The first autonomous ship, a robot offshore supply vessel, is scheduled to be tested in a Norwegian fjord later this year.

So is it realistic to think that in the short-term or even in the medium-term, unmanned ships will be a viable alternative to traditional vessels and crews?

“It’s unlikely the world will see many ships without crews in the next 10 or even the next 20 years,” says George Quick, vice president of the MM&P Pilot Membership Group and chair of the International Transport Workers’ Federation (ITF) working group on autonomous shipping.

He made the remarks in a presentation at the meeting of the International Federation of Shipmasters Association/Council of American Master Mariners.

Although manufacturers like Rolls Royce Marine and Kongsberg Maritime are promoting their vision of fully autonomous ships, the absence of an international legal framework means ship operators and manufacturers lack the certainty needed to undertake significant investments in the field.

“No shipowner in the international trades would risk building an unmanned ship until the regulatory framework for their operation is established by the International Maritime Organization, and that may take quite a long time,” Quick says, “perhaps 10 years or more.”

He notes that Norway’s trial of the autonomous offshore supply vessel will be conducted under national regulation, which means that the lack of applicable international laws will not be an issue.

Another major obstacle to the development of autonomous ships is the massive amount of investment required.

The conclusion of Rolls Royce and other major equipment manufacturers is in fact that today’s ships cannot be converted to autonomous operation: every unmanned ship will have to be built from scratch.

And because on average the world’s fleet is comparatively quite young, it will be some time before industry decides the time has come to renew it.



MM&P Pilots Group Vice President George Quick says the absence of an international legal framework for autonomous shipping is just one of the many issues that make it unlikely the world will see many ships without crews in the next decade or two.

Finally, Quick says, the economic feasibility or business model for unmanned ships is completely unproven.

“The actual cost of building and operating an unmanned ship is unknown, especially the costs of the additional redundancy in equipment that will be necessary,” he says.

Routine maintenance of today’s ships is often carried out at sea by workers from low-labor-cost countries.

The same will not be true for autonomous vessels, which will probably have to be serviced by high-wage workers while the vessel is in port.

The project known as MUNIN–Maritime Unmanned Navigation through Intelligence in Networks—is a collaborative research project co-funded by the European Commission.

MUNIN aims to develop and verify a concept for an autonomous ship, which is defined as a vessel primarily guided by automated on-board decision systems but controlled by a remote operator in a shore side control station.

A MUNIN study suggests that unmanned ships could save \$7 million over a 25-year life cycle in fuel, crew supplies and salaries.

But that works out to less than \$1,000/day. Not a very significant figure in a capital-intensive industry like shipping, where fuel costs for a large ship, even at today’s relatively low bunker costs, can run over \$45,000/day.

NEWS BRIEFS (CONTINUED)

U.S.-Flag Fleet Salutes Senator Mazie Hirono



Senator Mazie Hirono with MM&P Honolulu Representative Randy Swindell. Hirono, a strong advocate for the U.S.-flag fleet, is the 2017 recipient of the Salute to Congress Award.

Senator Mazie Hirono (D-Hawaii) was honored by the maritime labor unions and U.S.-flag shipping companies at the Propeller Club's annual "Salute to Congress."

Each year, the event honors a member of Congress who champions the American Merchant Marine and the U.S.-flag shipping industry.

Hirono, a member of the Senate Armed Services Committee and its Subcommittee on Seapower and Energy, was honored for her long-standing support and commitment to the men and women of the American maritime industry.

Rep. John Garamendi (D-Calif.), last year's Salute to Congress awardee, told the audience that Hirono "understands the critical role the domestic maritime industry plays in the nation's economic, national and homeland security."

"America's maritime industry is vital to our island state, accounting for thousands of jobs and infusing \$1.8 billion into Hawaii's economy each year," Hirono said.

"A strong domestic maritime industry is critical to accessing the goods local families need to lead productive, healthy lives, and that's why I will continue to advocate for the Jones Act and other measures that support this vital segment of our economy and national security."

"America is a maritime country," she said. "Know that I am on your side."

United Seamen's Service Centers Need Our Help!

United Seamen's Service (USS), the non-profit organization that has provided a home away from home for mariners for 75 years, has embarked on a campaign aimed at funding much-needed capital improvements to its centers and maintaining the programs that serve the needs of American and international seafarers.

"Many of us have fond memories of particular USS centers and friendly staffers who helped make a stay in port pleasant and enjoyable," says USS Executive Director Roger Korner.

"Now your help is needed to ensure that USS can continue to provide essential services to the mariners of today and tomorrow."

"As we are all aware," Korner says, "our industry has changed tremendously and time in port and ashore is limited or nonexistent."

"The changes have greatly affected mariners' well-being and the centers' ability to serve them," he adds.

"We need everyone's help to keep the following centers open and fully functional: USS Bremerhaven, USS Casablanca, USS Diego Garcia, USS Okinawa, USS Busan and USS Yokohama."

"Donations of any size are gratefully accepted in our drive to raise \$500,000 for our capital campaign."

Please go to www.unitedseamensservice.org or www.youcaring.com/USSRising to make a donation by credit card or Paypal.

All donations are tax deductible as approved by law under section 501 (c) (3) of the Internal Revenue Code.

All donated funds will go directly to supporting mariners and members of the U.S. military who rely on USS centers.

SUNY Maritime Honors Founders of Schuyler Line Navigation Company

The founders of Schuyler Line Navigation Company (SLNC) were recognized at the SUNY Maritime Admiral's Scholarship Dinner for their contributions to the maritime industry and to the U.S.-flag fleet.

MM&P members turned out in force to salute the three: Christopher Hughes, Russell Paret and Keith Zelinsky, all SUNY Maritime alumni.

"MM&P is honored to work with SLNC," said MM&P Secretary-Treasurer Steve Werse.

"This is a company that has faith in the U.S. merchant marine and a great future in our industry."

The Admiral's Scholarship Dinner is SUNY's primary vehicle for raising scholarship funds.

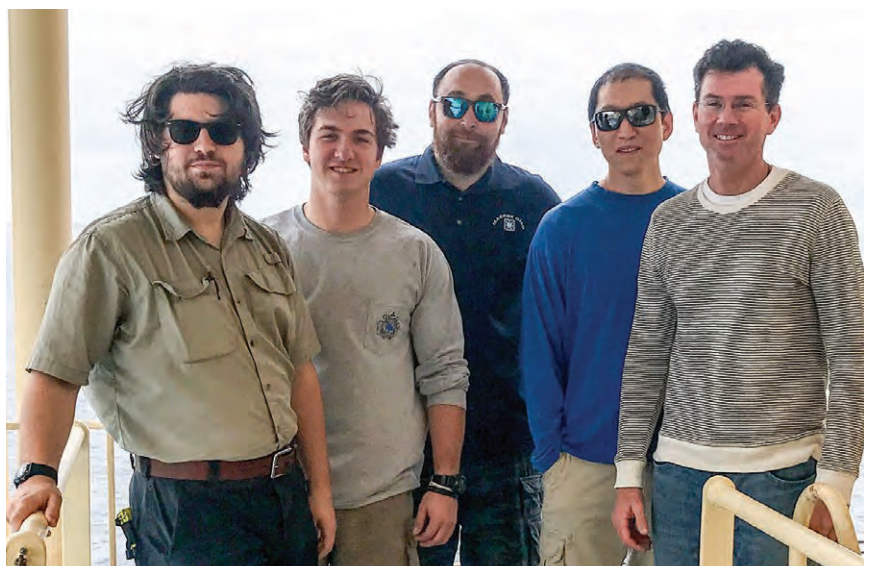
This year's event was so well-attended that the organizers had to move it to a larger venue to accommodate all the participants.

It raised \$745,000 in scholarships for gifted students with financial need intent on pursuing a career in maritime.



Greetings From Maersk Ohio!

Aboard *Maersk Ohio* (left to right): Third Mate Tom Kiernan, Cadet Tyler Mawery, Chief Mate Sorin Rosca, Second Mate Mike Green and Captain Joe Smith.



NEWS BRIEFS (CONTINUED)

Average S&P 500 CEO Now Makes 347 Times Pay of Rank-and-File Workers

The AFL-CIO has released “Executive Paywatch,” its annual report on the salaries of corporate chief executive officers (CEOs).

The data show that in 2016, the average nonsupervisory production worker earned just \$37,600 a year, a rate of pay that, when adjusted for inflation, has remained stagnant for 50 years.

In contrast, the average compensation of an S&P 500 CEO was \$13.1 million in 2016, a year in which CEOs on average received raises of 5.9 percent.

“Big corporations continually find ways to rig the economy in their favor and line their CEOs’ pockets at the expense of the workers who make their businesses run,” says AFL-CIO President Rich Trumka.

“Many U.S. corporations aren’t paying taxes on their offshore profits, shifting the burden to working people,”

he says. “The worst of the tax avoiders, 18 Fortune 500 companies, paid \$0 in federal taxes between 2008 and 2015.”

Seven years ago, Congress passed a rule requiring all publicly traded companies to disclose their CEO-to-worker pay ratio.

But Wall Street and big corporations have lobbied successfully to stop the Securities and Exchange Commission from enforcing the rule.

The AFL-CIO Executive Paywatch website is the largest database on executive pay: <https://aflcio.org/paywatch>

The site includes data on the highest paid CEOs, corporate tax avoidance and job “offshoring.”



Remembering Merchant Mariners on Memorial Day

Dave Myles, an MM&P Offshore Group retiree, described the role of the American Merchant Marine in peace and war at the 2017 Memorial Day Commemoration in San Rafael, Calif. Attendance at the commemoration was the largest on record, with estimates as high as 1,000. Myles told of the elevated number of casualties suffered in World War II by the American Merchant Marine. He also told the incredible story of 95-year-old veteran Bill Crozier, who was torpedoed and sunk twice, surviving for seven days in a lifeboat while a second boat with 28 aboard was lost.



Photo by MM&P member
Captain Chuck Viebrock



MM&P Representative Dan Twohig was
a panelist at the conference.

MM&P Speakers Address WISTA Conference

Captain Karen Reyes, master of *USNS Charlton*, and MM&P Pacific Maritime Region Representative Dan Twohig were among the speakers at the Women's International Shipping & Trading Association (WISTA) Conference in Long Beach in May.

The topic of the conference was workforce development.

"Through proper contract management, MM&P continues to create well-paying jobs for our members, jobs with a distinct avenue for advancement," said Twohig.

"We work closely with our industry partners to keep commerce flowing around the world and welcome the inclusion of all mariners into a diverse and respectful modern shipping industry."

NEWS BRIEFS (CONTINUED)

On the Way to Charleston

Yorktown Express sailing under the Ravenel Bridge. “We were entering Charleston Harbor, heading for berth,” says Chris Kavanagh. The Ravenel is a cable-stayed bridge over the Cooper River which connects downtown Charleston to Mount Pleasant.



SNAPSHOTS FROM A VOYAGE OF THE *EOT SPAR*



MM&P member John Carideo shared photos taken while he was sailing aboard *EOT Spar*. The cargo ship, which is operated by Trinity for SLNC, is vertically crewed by Masters, Mates & Pilots.

Contract Negotiations in San Juan

MM&P members who work at McAllister Towing in San Juan, Puerto Rico, met with union representatives Tom Bell and Eduardo Iglesias in April to discuss ongoing contract negotiations with the company. *(Left to right)* Captain JM Colon, MM&P Vice President Tom Bell, Luis Perez, MM&P Representative Eduardo Iglesias, Captain Harry Martinez, Captain Enrique Sanchez and Deckhand Angel Gomez.



Notice to Former Members of United Marine Division, National Maritime Union, AFL-CIO, Local 333

As you may know, the United Marine Division, National Maritime Union, AFL-CIO, Local 333 merged into the International Organization of Masters, Mates & Pilots ("MM&P") to create the Atlantic Maritime Group, an independent division within the Masters, Mates & Pilots United Inland Group.

The MM&P Plan Office is now administering the Local 333 Beneficial Fund Annuity Plan.

In order to properly administer these benefits, the MM&P Plan Office requires your most up-to-date contact information.

If you are entitled to benefits from the Annuity Plan, please provide this information to Patrick McCullough at the Plan Office by email at pmccullough@mmpplans.com, by mail at 700 Maritime Boulevard, Suite A, Linthicum, MD, 21090-1996, or by telephone at 410-850-8500.

NEWS BRIEFS (CONTINUED)

AMG Members Welcome Government Fleet Rep



Members of the MM&P Atlantic Maritime Group (AMG) welcomed Randi Ciszewski and her family aboard a Statue Cruises ferry for a tour of New York Harbor highlights. “I want to thank our AMG brothers for providing my family and me with VIP treatment,” Ciszewski says. “Their genuine labor solidarity represents the epitome of unionism.” In the photo: Ciszewski in the wheelhouse with Captain Harold Meehan.

MV Charleston Express Sends Greetings to the MM&P Fleet!



The crew of the *Charleston Express* took time out from a busy workday at the German Drydocks in Bremerhaven to share photos. MM&P officers aboard the vessel: Master Robin Espinosa; Chief Mate Dylan Carrara; Second Mate Brendan Myers; Third Mate Robert Thomas. They are joined in the photo on the right by Luke Germanakos, deck cadet.

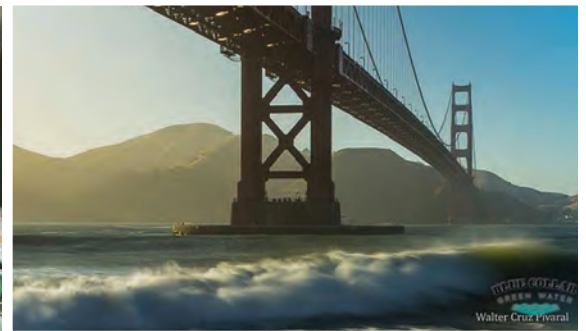
A Chronicle of Life on the Water



Photos taken by the women and men who operate and maintain the vessels in San Francisco's Blue & Gold Fleet were displayed in May at the Port of San Francisco. The project was organized by members of MM&P and the Inland Boatmen's Union (IBU). The theme of the exhibition: an exploration of the Bay from a waterfront worker's vantage point. Rebecca Johnson, a deckhand on Blue & Gold ferries, organized the project. (Left to right) Johnson, Captain Dushan Crawford, MM&P Regional Representative Ray Shipway and MM&P Vice President of United Inland Group-Pacific Maritime Region Tim Saffle. "This is such a great employee-driven initiative," Shipway says. *"It shows the passion our ferry crews feel for their jobs and their desire to share their experiences with the public."* You can view some of the photos online at bluecollargreenwater.com.



"Pastel": A photo from the exhibit.



Issues of Importance to Medical Services Officers Discussed at MSC Forum

MM&P represents a group of approximately 50 Medical Services Officers (MSOs) employed by Military Sealift Command (MSC). MSO Nicole Shouder and MM&P Government Fleet Representative Randi Ciszewski discussed issues of importance to the group at a recent meeting in Norfolk with MSC Force Medical Officer Captain Brad Hardgerink and Commander Tim Bergan. “We have achieved the most effective workplace relationship thanks to their innovative, progressive approach to labor relations,” Ciszewski says. “They fairly advocate for MSOs and Civil Service mariners. The result is improved working conditions for all MM&P bargaining unit members.”



ITF Delivers Progress Report to Maersk Shareholders

Four representatives of International Transport Workers’ Federation (ITF) unions attended the AP Moeller-Maersk annual meeting earlier this year to deliver a progress report on relations between the company and the thousands of transport workers it employs.



Attending the meeting on behalf of members of ITF unions were: Karsten Kristensen of the 3F union in Denmark;

Don Josberger, MM&P Vice President-Atlantic Ports; Joost Van Der Lecq of the FNV union of The Netherlands; and Steve Yandell, ITF senior section assistant, seafarers, fisheries and inland navigation.

The group told shareholders about the results of its survey of Maersk transport workers on ships and tugs, and in ports.

The survey found that although relations in some workplaces are largely positive, serious challenges remain in certain areas, such as union recognition.

“We are pleased that our delegation—with the help of our 3F colleagues, who kindly made their shares available so we could attend the meeting—was able to personally deliver to Maersk shareholders the message that we aim to strengthen our constructive dialogue with the company and are looking to ensure that its corporate social responsibility policies are working,” said ITF Maritime Coordinator Jacqueline Smith.

“No Food or Water on Board”: Flag-of-Convenience Operators Abandon Ships, Crews

Mariners on at least 24 ships are living in unhealthy conditions, aboard unsafe vessels, as rogue flag-of-convenience (FOC) operators abandon ships in the blistering summer heat.

Nearly 100 Indian seafarers have reportedly been abandoned by FOC shippers in recent months in the waters of the United Arab Emirates (UAE).

Aboard one ship, *Sharjah Moon*, docked at Hamriyah Port in Sharjah since May 9, some crewmembers are owed 16 months' pay by their employer, Alco Shipping Services.

A spokesperson for the Indian mission in UAE said the organization had been contacted this summer about shortages of food and water by 97 seafarers aboard 22 ships.

Besides the Indian crewmembers, an unknown number of seafarers from Sri Lanka, the Philippines, Myanmar and Pakistan are also stranded on vessels in the region.

“From July last year, we have been at anchorage,” says the master of the *Sharjah Moon*.

“We’ve been through a lot of suffering, as our company doesn’t provide bunker, fresh water or provisions in a timely manner. They only give 300 gallons of fuel for a month, half of which is not even enough for a week if the generator is running 24 hours.”

“When we run out of fuel, we use wooden planks for cooking and sleep on deck.”

He said one member of the crew had been on board for 32 months and that two had threatened suicide.

The company, he said, is not responding to his phone calls and e-mails.

The International Transport Workers’ Federation (ITF) is assisting the crew of the *Sharjah Moon* as well as that of another Alco Shipping Services vessel, the tanker *Qaaswa*, which has been abandoned in Tunisia.

“The company had not paid the crew’s wages for more than four months,” said the ITF spokesperson in Malta.

“It had ordered the ship to remain 100 miles from land at anchorage, and had left the vessel without fresh water and



provisions. To make matters worse, it was threatening the crew to force them to sail to Egypt, despite the vessel’s obvious unfitness to be at sea.”

ITF inspectors intervened with port authorities in Tunisia, asking them to stop the vessel from leaving Tunisian national waters.

They also contacted the company about the appalling conditions and asked for a repatriation plan.

On the ITF’s request, port state control visited the vessel and found numerous deficiencies.

The ITF involved the Tunisian authorities and both the Indian and Pakistani embassies in Tunisia to increase pressure on the company, while keeping in daily contact with the crew.

An ITF member union in Tunisia has requested help from the flag state, the UAE.

“As a result of all these efforts and the ITF-initiated PSC visit, the company, which had tried to ignore all our approaches, has been forced into taking some action,” said an ITF inspector.

“The crew informs us that some, but not nearly enough, water and provisions were put on board and some crew repatriated... They’re aware that if it weren’t for that port state control visit, they’d have been forced to sail, unfed and unpaid, to Egypt on an unsafe vessel weeks ago.”

In an unbelievable turn of events, Alco Shipping Services released a statement saying that conditions aboard the ship were good and that the only problem was that the crew had hijacked it and was stealing and selling bunker fuel.

Big Win for Longshore Workers in Spain

Spanish dockworkers' unions have reached an agreement with port operators that will guarantee their members' jobs, ending weeks of strikes.

The strikes were organized to protest a government decree that legalizes the introduction in the ports of non-union labor.

Under the terms of the agreement, port employers agreed to guarantee "the continuity of the employment of 100 percent" of unionized longshore workers.

In return, the unions agreed to enter negotiations on a final collective bargaining agreement and to end the strikes.

Throughout months of unrest, the dockworkers in Spain had been supported by the International Longshoremen's Association, the International Transport Workers' Federation and national maritime and transport unions in numerous countries.

Take the Nautilus Survey on Autonomous Ships

Do you think widespread unmanned/remotely controlled shipping is inevitable within the foreseeable future? Do you consider unmanned remotely controlled ships to be a threat to safety at sea?

The Nautilus Federation, an international union coalition of which MM&P is a member, is asking for your

opinion on autonomous shipping. To complete the survey, go to: <http://tinyurl.com/autonomousship>

The survey will close on Sept. 30, after which Nautilus will compile and share the results. Please take 10 minutes and respond to the survey now.



REMEMBERING WATERFRONT STALWART VERN POULSEN

The Port of Tacoma won't be the same with the passing of former SIU Shoregang Bosun Vern Poulsen. A true mariner with many years at sea and in charge of SIU West Coast Shoregangs, Bosun Poulsen was a fixture on the Tacoma waterfront, making sure that Horizon Lines' D-7 Class vessels had everything they needed for safe voyages on the turbulent waters of the Pacific Northwest and Alaska. Vern was a legend. He will be missed by all those who worked with him, became friends with him and relied on his expert handiwork.

Vern Poulsen crossed the final bar on May 30, 2017. He is survived by his daughters Anna and Vanya, two granddaughters and his sister Mary.

Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Board of Trustee Meetings

At their June meetings, the Trustees agreed to change the first meeting date in 2018. The last meeting of 2017 is scheduled for:

- Oct. 3-5, 2017

The Trustees also agreed on the following 2018 meeting dates:

- Feb. 13-15, 2018 (This is different than the date listed in the last publication.)
- June 5-7, 2018
- Oct. 9-11, 2018

Plan Office Reminders

Over the past few months, the Plans have been required to send participants important information regarding the MM&P Pension, Adjustable Pension, Individual Retirement Account and Health & Benefit Plans.

Some participants' information has been returned to the Plan due to a bad address. If you have moved, please make sure that you notify the Plan Office so that we may provide you with the required information.

Thank you in advance for your help with this important reminder.

Health & Benefit Plan

Patient Protection and Affordable Care Act, the "Cadillac Tax," Annual Update for 2017

There has been a lot of information in the news lately concerning the "Cadillac Tax," part of the Patient Protection and Affordable Care Act (PPACA). This tax on high cost insurance plans is now scheduled to take effect in the 2020

tax year. No final regulatory guidance has been issued on how the tax will be calculated.

Under one reasonable interpretation, for multiemployer plans like the MM&P Health & Benefit Plan, the tax would kick in based on a benefit threshold of \$30,950 for the year 2018. The threshold would be indexed for inflation based on the Consumer Price Index for all Urban Consumers (CPI-U) + 1 percent for 2019 and CPI-U for 2020 and thereafter.

The Plan's consultants have reviewed the current costs of the Plan by group, and under the interpretation described above, even with compounded cost increases of 6 percent per year, it is not expected that this tax will affect the benefits payable to Offshore participants or the Local 333 companies.

It may result in a modest tax with respect to the benefits available to the Pilot Group in 2022 and the United Inland Groups in 2025.

But please understand that the tax is only on the cost of the Plan above the specific threshold and would be paid by the Plan—*not* by the Plan's participants.

Please also note that there are still four years before the tax is scheduled to take effect.

During this time, Congress may make changes to the tax: this means that the rules could be different from those outlined above.

We will keep the membership posted as to any updates we receive.

Pilot Stop-Loss Coverage

Since 1999, the pilots have purchased stop-loss insurance to provide protection against catastrophic or unexpectedly large health benefit claims that could have a negative impact on the cost of their health coverage. This insurance has

helped stabilize claim costs and experience for the pilot groups participating in the Plan.

The policy year for this insurance is April 1 through March 31. Under the stop-loss policy, the insurance company assumes the risk of losses that exceed certain limits, called “deductibles.” The deductible that the pilot groups have purchased is set at \$125,000 per individual.

Under the policy, the carrier reimburses the Plan for all payments made by the Health & Benefit Plan on an individual’s behalf above \$125,000, provided the Plan makes these claim payments during the policy year (April 1 through March 31). The Plan is required to report to the insurance carrier all individuals who have incurred and paid claims of at least \$40,000 in the current policy period.

The Board of Trustees at its January 2017 meeting authorized the Chairman and the Secretary, in consultation with the Pilot Representatives, to approve renewal of this insurance coverage effective April 1, once the renewal proposal has been received and analyzed.

This insurance has been purchased and the pilot groups have been notified of the new cost of this insurance.

Pension Plan

Annual Funding Notice

As required by federal law, the Plan mailed, at the end of April 2017, the Annual Funding Notice for Plan Year Jan. 1, 2016 through Dec. 31, 2016 to: all participants and beneficiaries, participating employers and the International Organization of Masters, Mates & Pilots. The notice was also e-mailed to the Pension Benefit Guaranty Corporation (PBGC).

In the notice, the Plan is required to report how well funded it is on the basis of what is called the “funded percentage.” The percentage is calculated by dividing the Plan’s assets by its liabilities as of the Valuation Date for the Plan Year. The notice is required to include the Plan’s funded percentage for the Plan Year and for each of the two preceding Plan Years. The notice also includes the year-end Fair Market Value of Assets as of the last day of the Plan Year and each of the two preceding Plan Years.

The notice includes the total number of participants in the Plan and a breakdown of how many were active, retired or separated from service and receiving benefits, as well as how many participants are separated from service and entitled to future benefits. The last chart on the notice shows how the Plan’s

assets were allocated in accordance with the Plan’s investment policy. The chart shows allocation as percentages of total assets.

MM&P members can view a copy of the Annual Funding Notice in PDF format by going to www.bridgedeck.org and entering the Members’ Only pages. (You must have an account to log in.) Scroll down to “Plans Documents,” click on these words, then scroll down to “M.M.&P. Offshore Pension Plan,” then click on “Offshore Pension Plan Annual Funding Notice for the year 2016, mailed in April 2017.” Also posted for your reference are prior year notices.

Adjustable Pension Plan

Annual Funding Notice

As required by federal law, the Plan mailed, at the end of April 2017, the Annual Funding Notice for the Adjustable Pension Plan Year Jan. 1, 2016 through Dec. 31, 2016 to: all participants and beneficiaries, participating employers and the International Organization of Masters, Mates & Pilots. The notice was also e-mailed to the Pension Benefit Guaranty Corporation (PBGC).

MM&P members can view a copy of the Annual Funding Notice in PDF format by going to www.bridgedeck.org and entering the Members’ Only pages. (You must have an account to log in.) Scroll down to “Plans Documents,” click on these words, then scroll down to Adjustable Pension Plan,” then click on “Adjustable Pension Plan Annual Funding Notice for the year 2016, mailed in April 2017.” Also posted for your reference are prior year notices.

Pension Plan Missing Participants

The Plan has been trying to get in touch with the following participants in 2017, and they have not responded to the Plan.

Norman Armad	Guillermo Molina
Jeannette Bycott	John Murtaugh
John Depesa	Roland Nalette
Judith Fanning	Edward Newman
Xinia Fillare	Mercedes Ortiz
Archbald Fraser	Violeta Rivera
Luz Gunter	Luis Rodriguez
Richard Highsmith	Grace Sasseville
David Hutchings	Bonnie Scott
Donna Levine	Betty Stephens

Matthew McInerney	Carl Strickland
Albert Meyers	Daniel Tucker
Zenaida Miller	Virginia Waters

We also have some participants for 2016 who have not responded.

William King	Margaret Owyong
Francis McGarry	Harry Woodard

If you know where these individuals have moved, or if you have a phone number, please contact the Pension Plan benefit staff at the Plan Office at 410-850-8636.

Death of Robert E. England, Former MITAGS Residence Center Director

We are saddened to report that Robert E. England died on May 28, 2017. Some of our long-term members might remember him as the first Residence Center Director of MITAGS.

He is survived by his beloved wife of 68 years, Ruth E. England, and is the devoted father of Kenneth. His son Keith R. predeceased him. We all extend our condolences to his family.

Plan Amendments

DRAFT AMENDMENT NO. 137 TO THE M.M.& P. HEALTH AND BENEFIT PLAN RULES AND REGULATIONS

1) Article I (Definitions), Section 13 (Reasonable Charge) is amended by deleting the bracketed text and by adding the underscored text to read as follows:

“Section 13. [Reasonable] Allowable Charge

The term [Reasonable] Allowable Charge [shall mean that portion of a charge] for necessary services and supplies shall mean the lowest [which does not exceed the lesser] of: ...

B. The maximum amount that the Plan has determined that it will pay for such service or supply, [The usual, customary and reasonable charges for such service or supply in the same geographic area taking into account the complexity involved and the degree of professional skill required,] or ...”

Furthermore, the term “Reasonable Charge” is changed to “Allowable Charge” wherever it appears in the Plan’s Rules and Regulations.

2) Article III (Eligibility), Section 2.A.8.a and b. (Pensioners—Initial Eligibility) is amended by adding at the end of those subsections the underscored text to read as follows:

- “a. before he retires, he must have been an Office Employee of the Organization, the Plan Office, the M.A.T.E.S. Program, MIRAID and/or the M.M.&P. Federal Credit Union for a total of at least seventeen (17) years, and effective January 1, 2017, for a total of at least twelve (12) years;
- b. the sum of his age and his years as an Office Employee of the Organization, the Plan Office, the M.A.T.E.S. Program, MIRAID and/or the M.M.&P. Federal Credit Union must equal 75 or more, and effective January 1, 2017, must equal 70 or more;”

3) Article III (Eligibility), Section 8 (Continuation of Coverage for Pensioners) is amended by substituting the references to “June 30, 2017” with “June 30, 2018” therein.

4) Article V (Coordination of Benefits), Section 3.C.2 (Determination of Benefits –Dependent Children of Eligible Employees and Pensioners) is amended by deleting subparagraph b. in its entirety and re-lettering current subparagraphs c., d. and e. as subparagraphs b., c. and d.

DRAFT AMENDMENT NO. 4 TO THE M.M.& P. INDIVIDUAL RETIREMENT ACCOUNT PLAN FOURTH RESTATED REGULATIONS

1) Article II (Accumulated Shares), Section 2.03 (Investment Yield and Expense Allocation) is amended by adding the following paragraph at the end of that section to read as follows:

“Effective January 1, 2017, and for the Plan’s subsequent calendar years, each Accumulated Share shall be charged with a portion of the Plan’s administrative expenses, to be approved by the Trustees based on the recommendation of the Plan Office, which will include all expenses and fees of the Plan. The portion of the administrative expenses is to be charged to each Accumulated Share and will be deducted on a quarterly basis at the beginning of each quarter.”

NEWS FROM MITAGS

Award to MITAGS-PMI for Navigation Skills Assessment Program

MITAGS-PMI has been recognized by several international organizations for its Navigation Skills Assessment Program (NSAP), a risk-mitigation program that helps mariners and ship operators identify and address critical safety gaps.

The school received the prestigious Plimsoll Award from Professional Mariner Magazine for “outstanding service by an organization.” Lloyd’s Americas also nominated MITAGS-PMI for its 2017 Training Award.

The NSAP uses custom simulation scenarios and assessment criteria based on a company’s skill requirements and area of operation, specifically focusing on the core skills required of licensed deck officers as defined by international standards and industry best practices.

A report is produced at the end of each session and the facilitator debriefs the participants, summarizing their performance and providing an opportunity for feedback and discussion of lessons learned.

Observations and recommendations may include further training or implementation of additional company procedures to close knowledge or skill gaps.

“NSAP has provided a safe and supportive environment (for mariners) to demonstrate their maritime and leadership skills and discuss with a respected peer how they can better themselves professionally and for the safety of their crew, their vessel, and the industry as a whole,” according to Professional Mariner.

“
NSAP provides a safe and supportive environment for mariners to demonstrate their maritime and leadership skills...
”

The Lloyd’s Americas award goes to a ship owner, manager, company or institution for outstanding commitment in training employees ashore or at sea or a company or institution that can demonstrate a contribution towards improving training standards across the maritime industry as a whole.

PMI Supports Bike Everywhere Day



PMI Director Bill Anderson (*right*) talking to a bike-riding commuter about training in the maritime industry.

The PMI team once again came out in force to support Seattle’s annual Bike Everywhere Day. “We set up a registered celebration station/rest stop for commuters to stop by, grab a snack, and learn about PMI and MM&P,” said PMI Director Bill Anderson. “It was good outreach, and we have become very well known in the community for one of the stops with the best treats!”

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Kathy Ann Klisavage

Manager
MM&P Headquarters
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Linthicum, MD 21090-1953
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Fax: 410-859-1623
Toll-Free: 1-800-382-7777
(All U.S. and Puerto Rico)
mmpfcu@bridgedeck.org

MM&P Maritime Advancement, Training, Education & Safety Program

Patrick McCullough

Administrator

Glen Paine

Executive Director

Former Atlantic & Gulf Region Health, Pension and Education, Safety & Training Funds

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Pacific Maritime Region Pension & Benefit Plans

Columbia Northwest Marine Benefit Trust

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Southwest Marine Health, Benefit & Pension Trust

4201 Long Beach Blvd.
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BWI Airport Shuttle
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Notice to All Union and Non-Union Members Regarding Their Rights Under NLRB v. General Motors and CWA v. Beck

This notice applies to all current and future members of any unit represented by the union that is covered by a union security clause in its collective bargaining agreement. In the case of NLRB v. General Motors, members of a collective bargaining unit subject to a valid union security clause have the right to renounce full membership in the union and to instead become “financial core members,” or “FCM.”

FCMs do not have the right to vote, nominate for office, hold office or be a candidate for office in the union, nor can they participate in or even attend union meetings or any functions of the union that are limited to union members. In addition, FCMs have no right to vote on dues increases or on contracts submitted to the membership for ratification. These rights and privileges of union membership are accorded only to full union members.

Beyond these traditional rights of union membership, MM&P members and their families also enjoy an array of member-only benefits which, depending on membership group, include one or more of the following: paid health plan; retirement, pension and 401(k) plans; credit union eligibility; low-rate Union Plus credit card; Coast Guard Legal Aid program; license insurance program; full access to union halls and information; access to the AFL-CIO Community Services Network, which includes family counseling, social services and food banks; protection and support from MM&P's parent union, the International Longshoremen's Association and all AFL-CIO affiliates; support of numerous local and state labor alliances which have aided MM&P members during contract negotiations, demonstrations and job actions.

FCMs are not afforded these rights and privileges of union membership.

Please note, however, that under the case of CWA v. Beck, FCMs are still legally required to pay the union periodic dues and fees for the costs related to collective bargaining, contract administration, grievance adjustment and other activities reasonably related to the effectuation of the union's representational duties (hereinafter called “chargeable activities”). Union expenditures for nonrepresentational activities, such as political activities and lobbying (hereinafter called “non-chargeable activities”)—activities which most workers know help build a better climate for us all in bargaining with employers and in securing fundamental workers' rights—cannot be charged to FCMs who file timely objections.

In calendar year 2016 (the most current year for which audited information is available), we have confirmed that no more than 7.75 percent of all MM&P expenditures were for non-chargeable activities. Please note that a significant portion of these non-chargeable expenditures were for activities aimed at maintaining and improving working conditions and benefits for all who work in our industry.

The union has adopted a Policy and Procedure Concerning “Financial Core Membership” Under NLRB v. General Motors and Communication Workers of America v. Beck (hereinafter called “the Policy”), copies of which will be provided upon request or upon filing of objections regarding payment of non-chargeable expenses. Under the Policy, an employee in a bargaining unit represented by the union who is subject to a union security clause may opt-out of full union membership, and thus become an FCM, by submitting a written statement that includes the employee's name, address, Social Security number, the name of the employer and a signed/dated declaration asserting that the employee desires to become an FCM. The statement must be addressed to the International Secretary-Treasurer at 700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953.

Also under the Policy, an FCM has the right to object to the expenditure of his or her dues and fees paid to the union on non-representational activities. An FCM may file the objection by submitting a written statement that includes the FCM's name, address, Social Security number, the name of the employer and a signed/dated declaration asserting that the FCM desires that his or her dues and fees be reduced to the representational expenditures' proportional amount. The statement must be addressed to the International Secretary-Treasurer at 700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953. Only FCMs may file objections to paying for non-chargeable expenditures. Under the Policy, union members whose membership becomes temporarily suspended because of delinquency in their dues payments, or for other reasons, are not considered FCMs and will continue to be charged full dues and fees, absent compliance with the opting-out procedure. Also under the Policy, objections will not be presumed from compliance with the opting-out procedure. Thus, FCMs who wish to become objecting FCMs must comply with the objection procedure set forth above. Finally, under the Policy, an FCM who obtains a reduction in dues and fees after filing objections under the Policy will be required to pay the difference between full dues and fees and the reduced amount for the period during which the reduction was granted before the FCM is allowed to join/re-join the union.

We must underscore that bargaining-unit employees who become FCMs lose all rights and benefits of union membership while they continue to be legally obligated to pay chargeable dues and fees to the union under existing union security agreements.

It is, therefore, not surprising that the vast majority of workers believe that the extremely small portion of dues needed to maintain full union membership and enjoy all its valuable benefits is quite a bargain. We trust that everyone who carefully considers the options will become and remain a full member of the union. If you are not a union member or have not yet had the opportunity to join, please contact MM&P International Headquarters or any MM&P membership group office for a membership application.



CROSS'D THE FINAL BAR

Robert W. Atthowe, 92, Jan. 25. A resident of Brentwood, Calif., he retired from the San Francisco Bar Pilots at age 70 and continued to work the bays and rivers of San Francisco on tugboats for MM&P contracted companies until the age of 84. He spent 25 years with the Oakland Police Department, including periods during which he was also captain of the *Las Plumas* and the *Komoku*. He had a total of 30 years of service to the U.S. Coast Guard and the Coast Guard Reserve, retiring as a full commander. Four generations of the Atthowe family have been members of Masters, Mates & Pilots: his father William was one of the founding members of MM&P Local 40 Inland Division San Francisco, and also served as the Local's secretary-treasurer; his son Bill joined MM&P at age 18; his grandson Anthony is a member of the MM&P Offshore Group. Survivors include his children Dana, Carol and Bill, seven grandchildren and seven great-grandchildren.

Robert A. Beevers, 77, Feb. 1. A resident of Granite Falls, Wash., and a pensioner since 1987, he last sailed for OMI Challenger Transportation as master of the *OMI Columbia*. Survivors include his wife Lloye, daughters Carla and Rietta and grandchildren.

Richard L. Brasile, 94, Feb. 15. A resident of Torrance, Calif., and a pensioner since 1981, he last sailed for Delta Lines Inc. aboard the *SS Santa Magdalena*.



Judson G. Bowden, 65, Dec. 15, 2016. A resident of Cody, Wyo., and a pensioner since 2010, he last sailed for Matson Lines aboard the *SS Lurline*.



Manuel Castro, 93, Dec. 19, 2016. A resident of Deltona, Fla., and a pensioner since 1984, he last sailed for Victory Carriers Inc. aboard the *Mt. Vernon Victory*. He is remembered for his love of family and a passion for investments. Survivors include wife Dolores, daughter Carmen, and two grandchildren.



Charles "Chuck" Emery Jr., 74, Feb. 18. A resident of Dayton, Wash., he retired in 2001 from the Washington State Ferries. He served in the U.S. Army during the Vietnam War. He is survived by his wife Kim, son Robert, stepchildren Joey and Monica, two grandchildren, his sister Doreen, numerous nieces, nephews and cousins.

Dennis R. Ferguson, 72, Jan. 2. A resident of Calera, Okla., and a pensioner since 2005, he last sailed for Ogden Marine Inc. as master of the *OMI Yukon*.

Milton K. Foss, 91, Jan. 12. A resident of Port Townsend, Wash., and a pensioner since 1979, he last sailed for Maritime Overseas Corporation as master of the *SS Overseas Aleutian*.



Francisco V. Garcia, 93, Jan. 12. A resident of Metairie, La., and a pensioner since 1986, he last sailed for Lykes Brothers Steamship Company aboard the *SS Ashley Lykes*. Originally from the Philippines, he served in the Pacific Theater with the U.S. Army 11th Airborne Division. He was a Free and Accepted Mason for over 50 years and a member of many other organizations. He enjoyed spending his time cooking with his wife, tending his yard, cutting his grandson's hair and watching movies with his beloved dog Lucy. His sense of humor 'made each day radiate with positivity.' He is survived by his wife Maria, children Kurt, Keith, Julia and Hector, daughter-in-law Ana, four grandchildren and his brother-in-law Hector Calderon, whom he raised.



Peter T. Gibney, 63, Feb. 24. A resident of Olympia, Wash., and a pensioner since 2015, he last sailed for Horizon Lines Inc. aboard the *SS Horizon Consumer*. He served in the U.S. Naval Reserve from 1976 to 1984, Commissioned Officer Lieutenant Commander and sailed with the Military Sealift Command in Operation Desert Storm. He was a member of Olympia Bible Baptist Church. He enjoyed golf, traveling, and boating. Survivors include his wife Elaine, daughter Elizabeth and son Peter; his brother Joseph and his sister Patricia.

Thomas F. Hannigan, 96, March 1. A resident of Milford, Pa., and a pensioner since 1965, he was a U.S. Navy veteran, a retired assistant to the Admiral at Kings Point Academy, and a member of St. Vincent DePaul Church in Milford. Survivors include his wife Elizabeth, children Donald, Steven, Donna, Debbie, stepson Thomas, grandchildren and great-grandchildren, and his brother James.

Joseph J. Klenczar, 60, Jan. 30. A resident of Warren, Mich., and a pensioner since 2008, he last sailed for Matson Navigation Inc. as master of the *SS Cape Jacob*. He served as master of vessels on voyages in support of U.S. Armed Forces during Operations Desert Storm and Iraqi Freedom. He

shared his knowledge with cadets as master of the Texas A&M Maritime Academy training ship *General Rudder* and at Texas A&M University teaching maritime studies. Survivors include his mother, Delores Slezak and three sisters, Ann Marie, Judith and Diane.

Manos I. Koulouris, 78, Feb. 17. A resident of Laguna Niguel, Calif., and a pensioner since 1988, he last sailed for American Ship Management Inc. aboard the *MV Mariana*. Born in Athens, Greece, to a seafaring family, two sirens beckoned him from childhood: the sea and art. He began painting in his youth, but eventually headed out to sea. Packing his sketchpad with him, he sailed the world. After his retirement, he settled in the United States, devoting himself to art. His vividly colored canvases reflect the scenery and images of Greece and his worldwide travels.

John M. Lane, 92, March 18. A resident of Jacksonville, Fla., and a pensioner since 1988, he last sailed for Moran Towing as captain of the tugboat *Ann Moran*.

Alvin H. Mandly, 91, March 10. A resident of Fairhaven, Mass., and a pensioner since 1987, he last sailed for United States Lines Inc. as master of the *SS American Entente*.

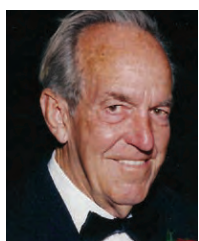


Richard S. McConnell, 79, Feb. 20. A resident of Fredericktown, Pa., and a pensioner since 1993, he last sailed for Twin Rivers Inc. He served in the U.S. Army heavy weapons infantry in Germany and in the U.S. Army Reserves. He enjoyed hunting, fishing and raising sheep and cattle for 60 years. He is survived by his wife Carol, daughters Kim and Kelly, grandchildren Travis, Mary and Megan, and great-grandson Evan.

John F. Mulholland, 71, Feb. 18. A resident of Cumberland Center, Maine, and a pensioner since 2004, he last sailed for United States Ship Management aboard the *Sealand Defender*.

Jackson C. Nelson, 91, March 22. A resident of Mansfield, Ga., and a pensioner since 1971, he last sailed for Isthmian Steamship Lines as master of the *Steel Apprentice*.

Jerome A. Peschka Jr., 73, Jan. 29. A resident of Las Cruces, N.M., he last sailed for Patriot Contract Services as master of the *USNS Gilliland*. He served in the U.S. Navy for 29 years. Survivors include his children Mary and Patrick, two grandsons, three brothers and four sisters.



Edward N. Powell, 83, March 12. A resident of Richmond, Texas, and a pensioner since 1989, he last sailed for Lykes Brothers Steamship Company as master of the *SS Leslie Lykes*. He was the captain of the first U.S. ship to China when President Nixon opened trade

routes to that country. He also made many trips to Vietnam carrying tanks and ammunition for U.S. troops. He enjoyed rural life in Texas, traveling the country in his motorhome, gardening and tending his pecan crop and his dogs. He adored spending time with his grandchildren. Survivors include his wife Molly, stepsons Dan de la Houssaye and Tim de la Houssaye, stepdaughter Katie de la Houssaye Taylor, grandchildren and great-grandchildren.

Chester C. Severini, 89, Jan. 22. A resident of Rice's Landing, Pa., and a pensioner since 1992, he last sailed for LTV Steel Inc. as master on LTV vessels. He enjoyed hunting, fishing, golfing and gardening. He especially loved playing cards with his great-grandchildren. Survivors include his daughter Cheryl, grandchildren Dawn Marie, Nicole and Vincent, and four great-grandchildren.

Raymond Z. Smith, 79, Jan. 31. A resident of Gretna, La., and a pensioner since 1993, he last sailed for Puerto Rico Marine Management Inc. aboard the *SS Humacao*. He loved camping, watching TV and buffet meals as well as going to casinos. Survivors include his wife Claudia and other family members.



James Spiliotes, 83, March 13. A resident of Cliffside Park, N.J. and a pensioner since 1985, he last sailed for United States Lines Inc. as master of the *SS American Lancer*. He lived for his family and "taught his daughters compassion on the streets of NYC and geometry at the kitchen table." Survivors include wife Randi, daughters and grandchildren.

John "Sully" Sullivan, 66, Feb. 24. A resident of San Juan, P.R. and a pensioner since 2012, he last sailed for Horizon Lines Inc. aboard the *Horizon Trader*. He is survived by Adia Maria Morrillo and his sons Coleman and Ryan.



Allen R. Voss, 65, Feb. 10. A resident of McMinnville, Tenn., and a pensioner since 2015, he was last employed with Big G Express as a truck driver. He enjoyed politics, music and reading true crime stories. Known for his love of animals, he became the co-founder and executive director of the animal rescue Mid-South Eskie Alliance. Survivors include his wife Beth Anne, sons Allen Jr. and Nathan Cory, and five grandchildren.



HONOR ROLL OF PCF CONTRIBUTORS

MM&P salutes the union members, pensioners and employees
who are making our voice heard in Washington, D.C.

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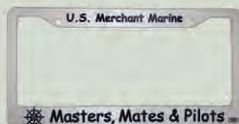
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