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The International Marine Division of ILA/AFL-CIO



The Master, Mate & Pilot

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



Why ISM/SMS Can Be a “Catch 22” for Ships’ Officers
New York Marine Society Honors *MV Green Lake* Crew
Hundreds Rally to Support Alaska Marine Highway System
Photos From Every MM&P Membership Group!

The Master, Mate & Pilot

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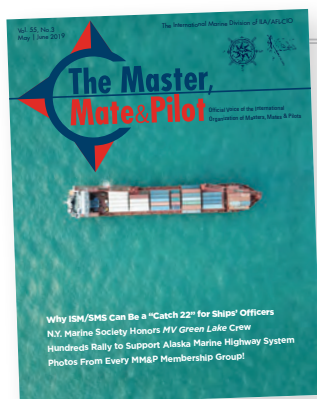
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About the Cover

SLNC Corsica, operated by Schuyler Line Navigation Company. Captain Colby G. Grobschmit took this photo of the vessel with his drone.

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FROM THE PRESIDENT

Attention on Deck: ISM/SMS Can Be a Catch 22

Union Sisters and Brothers,

Recently, through no fault of his own, a Union Brother was involved in a collision in the anchorage of a busy foreign harbor. No one was hurt, the damage was relatively minor and the port state authorities quickly deemed our member blameless and allowed him to return home. As profoundly mortifying as this was for the individual in question, the outcome was, at the time, considered the best that could be hoped for.

But over two months later and one week before the officer's return-to-work date and, to our knowledge, with no prior indication to the officer or the union of an investigation or in-depth inquiry, the officer was informed by his employer that he had been summarily terminated. The apparent reason was a retrospective review of the ship's International Safety Management Code (ISM) required paperwork. Alleged deficiencies in record-keeping were blamed. Although these alleged deficiencies had absolutely nothing to do with the collision, they were cited to crucify the Master. Whether this was done by middle managers for better optics or whether it was an order from above for business liability purposes is uncertain. What is clear is that whether something is the Master's fault or not, he or she will almost certainly be blamed by the employer if it is convenient.

In this day and age, perhaps more so than ever due to the revolution in communications at sea, the message must be clear to all senior officers, deck and engine: every officer holding a position of shipboard responsibility runs the risk of being designated a scapegoat. While MM&P will go 100 percent to bat for our member, it is important to keep in mind the Code of today's Merchant Marine: "Cover Your Ass."

Never mind the proudly professed "Safety Culture" of many marine employers. The elaborate international regulatory scheme established by the ISM Code and its associated Safety Management System (SMS), coupled with instant communications at sea, has created a de-facto "Blame Culture" that is often at odds with the well intentioned purpose of the system.

This is not news. When the system was first established



as part of the Convention for Safety of Life at Sea (SOLAS) by the International Maritime Organization some twenty years ago, one of the industry's leading sages on international regulations, our own Captain George Quick, deemed the ship's Master "the designated scapegoat" if the system isn't conscientiously adhered to. Captain Quick recognized the competitive pressures of the global maritime industry. Such a system can only be effective if scrupulously adhered to by senior ship's officers, marine inspectors and vessel operators, and if properly enforced by flag states. This doesn't happen with dozens of flag states around the world, the regulatory organizations that inspect substandard vessels and with countless ship operators. Ship's officers, particularly Masters, are left to plot their own course through the resulting minefield.

*"In today's world,
every senior officer
runs the risk of being
made a scapegoat."*

continued on page 2

President's Message continued

Absent proper implementation and enforcement, ISM/SMS requirements become a double-edged sword that can be used to damn a ship's officer whenever something goes wrong or a fall-guy is required. Our industry has developed to the point where the administrative duties of record-keeping, reporting and the burdensome demands of compliance with SMS-required tasks almost supersede the duties related to the practical operation of the ship, instead of—as was intended—being bound-up within them as best practices. Prioritizing and completing these tasks while safely operating a ship have placed intense pressures on personnel who are already in short supply and often wracked by fatigue.

It has been noted by many that even the practice of covering one's ass has become a double-edged sword. The Ship's Master or Chief Engineer who dutifully submits every necessary "Corrective Action Report" as called for by the SMS may quickly find herself/himself persona non grata with his/her employer and be labeled a "poor manager." In an industry in which "we deliver" has always been the mantra and where a reputation for "getting the job done"—and on schedule—means almost everything, the meticulous documentation of regulatory non-conformities is not a pathway to career advancement or job security. Neither, with many but not all employers, is a Master's "too rigid" adherence to the doctrine of "Safety First."

Getting the ship from Point A to Point B on schedule and with the least expense is how profits are generated. Creating a paper trail of ISM/SMS deficiencies puts those profits at risk because of the time and resources that would be necessary to correct them. While the financial burden of SMS compliance and safe operations is usually tiny in comparison with the potential cost of ignoring them, the attitude is too often: "A cost postponed is a problem solved."

But ISM/SMS is here to stay, however flawed the implementation and enforcement. The system should be

used to protect mariners, not hang them out to dry. No ship's Master, Chief Engineer or other mariner should be pressured into putting expediency over safety.

MM&P is working in conjunction with Dalhousie University in Halifax, Nova Scotia, to develop a paper outlining the inherent tensions in the ISM/SMS system—a system in which the competitive pressures of the industry can work to undermine the regulations that were developed to enhance safety. Whistle-blowers Captains John Loftus, Jeff Hagopian and others are working with a team from Dalhousie University and Captain George Quick to shed more light on the Catch 22 that confronts professional mariners under the ISM/SMS system as it has evolved: if an officer follows the letter and intent of the Code too strictly, his/her career may be placed at risk; if not, and something goes wrong, he or she may be hung out to dry.

In the meantime, all MM&P members are urged to file Corrective Action Reports (CARs) when called for, to put all safety concerns in writing, either in an email or by other means, to log deficiencies, to meticulously file USCG Form 2692's and other necessary documentation as required by law and to make sure the employer has written notification on all counts. If the company insists on SAT phone or other telephonic communication on safety concerns, follow that up immediately with a confirming email.

The paper trail must lead directly to the appropriate company and/or regulatory authorities ashore—not to your cabin at sea. Your silence will be golden to the company if it becomes expedient to assign blame. Don't let yourself become the designated scapegoat.

Sincerely & fraternally,

Don Marcus
MM&P President

New York Marine Society Salutes *MV Green Lake* Officers and Crew



For his role in the rescue, Captain William Boyce was named an honorary member of the New York Marine Society. He says he is “proud of each and every member of the *Green Lake* crew.”

The licensed deck officers aboard *Green Lake*, which is operated by SEACOR, are members of MM&P. The engineers are represented by the Marine Engineers’ Beneficial Association (MEBA) and the unlicensed personnel are represented by the Seafarers’ International Union (SIU).

“The entire crew did a truly incredible job under extreme conditions,” Boyce said. “They showed incredible perseverance, teamwork and determination, constantly improvising with each survivor’s recovery in very difficult and dangerous conditions.”

The North Pacific weather was so bad when the *Green Lake* left Yokohama that both the Japanese and U.S. routing services at first could not advise a safe route, Boyce told members of the Marine Society during the awards ceremony in April. Ultimately both services decided to route the vessel very far to the south (25N, 172 W, about 700 miles west of Midway).

“This route ended up taking us directly to the *Sincerity Ace*,” Boyce said.

“Now I am not one to believe in divine intervention, but I know that the seven survivors that we rescued do, as there was no way we should have been so far south on a run from Japan to Canada.”

“If you could pick a position that was the most isolated spot in the Pacific, this would be it. It was so far that it took a U.S. Coast Guard C-130 eight hours to fly from Honolulu to drop off life rafts.”

The New York Marine Society honored Captain William Boyce and the crew of the *Green Lake* for saving seven members of the crew of the *Sincerity Ace*, a car carrier which caught fire some 1,800 nm from Oahu in extreme weather conditions on Dec. 31, 2018.

The officers and crew of the *Green Lake*—later joined by good Samaritans aboard three other merchant ships—battled high winds and rough seas in a 19-hour search-and-rescue mission to save the 21 crewmembers of the *Sincerity Ace*.

To abandon ship, members of the crew of the burning car carrier had to climb over 100 feet down a man rope from the forward end of the boat deck into very rough seas.

Boyce said maneuvering the *Green Lake* in the wind and sea conditions was extremely challenging, and so was recovery. Given the weather, launching a lifeboat was deemed not safe. “We had no retrieval gear, except a pilot ladder and nets,” he said.

“Chief Mate Kevin Camarda and Bosun Issac Amissah did a remarkable job by jury-rigging the bunker crane and a harness arrangement” for survivors in the water to don. Second Mate Chelsea Martin handled communications, documentation, telegraph and sat phone calls, and Third Mate Matthew Morgan assisted on bow as lookout/spotter. *Green Lake* became site coordinator/commander on the scene, and relayed all search information to the Coast Guard via satellite phone.

“The entire crew was involved and took care of these guys as they were rescued,” Boyce said. “Some survivors were hypothermic and severely traumatized.”

Overall, rescuers aboard four merchant vessels rescued 16 members of the *Sincerity Ace* crew. It was not possible to recover the other five.

Boyce said in the aftermath of the rescue that he believes “all ships should have some sort of retrieval equipment on board for rescue, also high wattage search lights.”

He said the “unbelievable bravery of Captain Edward Alaura of the *Sincerity Ace* made him the true hero” of the events. “He kept his crew alive and gave them a fighting chance to be rescued, and 16 souls are alive because of his actions.”

“MM&P takes great pride in the fact that our membership consists of true professionals who rise to the occasion when duty demands and who do it with skill and humanity,” said MM&P President Don Marcus in a letter to Captain Boyce.

“I want you to know how much I appreciate you, your service and the incredible job you and our other MM&P mates did during the rescue and during the normal course of our difficult profession.”



NEWS BRIEFS (CONTINUED)



Jacob Harlow was among the MM&P members who met with Rep. Elaine Luria (D-Va.) during a U.S.-flag maritime industry briefing at the MM&P-MEBA Norfolk Hall in March. Luria has extensive knowledge of our industry: before running for Congress, she served 20 years as an officer in the Navy, including as a commander of combat ships.

Rep. Elaine Luria at Norfolk Hall

Newly elected Congresswoman Elaine Luria, who represents Virginia's 2nd district, met with members of MM&P and MEBA at a town hall organized by the Transportation Institute in Norfolk in March. Luria is a retired Navy commander and knows our industry well.

"It was a very good meeting," said MM&P Norfolk Rep Mark Nemergut. "Informal and informative. We had a good turnout of active members and pensioners from both MM&P and MEBA."

Luria began her first term in office in January. Her district covers the Hampton Roads area, including Virginia Beach, Williamsburg and parts of Norfolk.

A strong supporter of the U.S.-flag fleet, she is the vice chair of the Armed Services' Seapower Subcommittee and also sits on the Military Personnel Subcommittee.

MM&P Salutes 2019 Maritime Hall of Fame Inductees

International Longshoremen's Association (ILA) President Harold Daggett was one of five maritime industry leaders to be inducted into the International Maritime Hall of Fame at a ceremony in New York City on May 8.

"I consider this a personal honor for me, but also a tribute to the tens of thousands of hard-working, dedicated ILA members everywhere," Daggett said in a statement. MM&P is the marine affiliate of the ILA.

The honorees included Rodolphe Saadé, chairman of the CMA CGM Group, and Richard Weeks, president and CEO of Weeks Marine Inc. CMA CGM owns MM&P Offshore employer APL. Weeks Marine employs members of the MM&P Great Lakes & Gulf Group.

Daggett, a third-generation ILA member, has announced he will run for a third four-year term as president when the ILA holds its 55th Quadrennial Convention in July 2019.

MM&P President Emeritus Tim Brown was previously inducted into the International Maritime Hall of Fame, as were John Bowers, who served as ILA International President from 1987 to 2007 and Thomas W. Gleason, the one-time ILA General Counsel.

In a statement, the Maritime Association of the Port of New York and New Jersey said it founded the International Maritime Hall of Fame to recognize "visionaries who, through excellence in their company, organization, or services, best exemplify the qualities of futuristic thinking that will guide the maritime industry in the 21st century."



ILA President Harold Daggett was inducted into the International Maritime Hall of Fame in May by the Maritime Association of the Port of New York and New Jersey.

(Left to right) Reinauer CEO Craig Reinauer, MM&P Great Lakes & Gulf Vice President Tom Bell, Captain Rich Phillips, MM&P Secretary-Treasurer Steve Werse, Weeks Marine President and CEO Richard Weeks and MM&P Atlantic Ports Vice President Don Josberger.



U.S.-Flag Fleet Salutes Congressman Cedric Richmond



Rep. Cedric Richmond, the recipient of the maritime industry's 2019 Salute to Congress award, is a strong supporter of the Maritime Security Program, the Jones Act and the American Merchant Marine.

Congressman Cedric Richmond (D-La.) was honored by the maritime labor unions and U.S.-flag shipping companies at the Propeller Club's annual "Salute to Congress" in May. Each year, the event honors a member of Congress who champions the American Merchant Marine and the U.S.-flag shipping industry.

Richmond is a founding member of the Congressional Maritime Caucus and currently serves as its co-chair. Under his leadership, the caucus has worked to educate members of Congress and their staffs on the importance of our industry to U.S. economic and homeland security, and to national defense.

Richmond is a strong supporter of the Maritime Security Program and the Jones Act, and advocates strengthening cargo preference requirements to provide more cargo for U.S.-flag vessels. He has also cosponsored a bill that would award merchant mariners who served our country in World War II the Congressional Gold Medal.

"The maritime industry is a cornerstone of the American economy, and it doesn't receive the recognition that it deserves."
— Rep. Cedric Richmond (D-La.)

In accepting the Propeller Club award, Richmond said that he intends to push for investments in the nation's ports and waterways to be included in any infrastructure legislation passed by Congress.

"If we are going to do an infrastructure deal, it has to be robust, it has to be real and the maritime industry has to be included," he said.

"The maritime industry is a cornerstone of the American economy," he added, "and it doesn't receive the recognition that it deserves."

MM&P Atlantic Ports Vice President Don Josberger, Great Lakes & Gulf Vice President Tom Bell, Secretary-Treasurer Steve Werse, Rep. Cedric Richmond, MM&P International Organizer Roger Lash, Atlantic Maritime Group Representative Paulina Czernek and Gulf Ports & Government Affairs Vice President Klaus Luhta.



NEWS BRIEFS (CONTINUED)

New Safety Alert on Confined Spaces: “Beware the Silent Killer”

The Coast Guard has issued a new safety alert following the death of three crewmembers aboard a mobile offshore drilling unit (MODU).

The alert, “Confined Spaces–Silent & Invisible Killers,” details a case in which 10 crewmembers were preparing a MODU for transport to a shipbreaking facility. They had “dewatered” three of the MODU’s four legs but to clear the fourth, which had been previously stripped of its de-ballasting system, they had to rig a portable diesel-driven pump and lower it through six decks via enlarged manhole hatches. The pump was eventually set up in the lowest tank, where a discharge hole and an air supply vent had been cut out.

Although seven members of the crew were experienced mariners, the Coast Guard said, “they lacked specific experience with MODUs.”

The tragedy began to unfold when an AB descended into the leg, presumably to check the pump, without notifying anyone else. The electrician, who became concerned when he did not see the AB on deck, descended into the leg himself. There he found his coworker unconscious. He was able to escape before being overcome by fumes.

At that point, a second AB descended into the leg to try and help the first. The captain, the ship superintendent and a third crewmember followed. None was wearing safety equipment. They found the second AB collapsed, one level above the level on which the first man had been stricken.

More than 50 percent of confined space deaths occur when people try to rescue a coworker.

The captain and superintendent managed to escape with assistance from the rigging master, who had been able to get a self-contained breathing apparatus (SCBA) from another vessel.



Both ABs and the third crewmember died. The captain and superintendent were airlifted to a hospital and survived.

“Of major concern to investigators was the captain’s decision to enter the space with two other persons without personal protective gear and a SCBA,” the Coast Guard wrote, citing the statistic that more than 50 percent of confined space deaths occur when people try to rescue a coworker.

The Coast Guard said it strongly encourages all those who work aboard vessels in any role to:

- obtain the requisite level of knowledge and training of confined space entry procedures including emergency and rescue procedures;
- ensure crews undergo periodic confined space training and participate in routine and practical onboard emergency drills;
- verify all required confined space entry and rescue safety equipment is onboard, maintained, tested and fully functional.

The agency encourages all shipboard personnel to familiarize themselves with the information posted at: <http://tinyurl.com/confinedspacerisk>.

Insurers Warn of Risks of Incorrectly Declared Cargo

An international marine insurance trade group is warning that “mis-declared cargo” and improperly shipped hazardous materials may be to blame for several recent shipboard fires.

The International Union of Marine Insurance (IUMI) said in an April opinion paper that it is increasingly concerned over “the recent spate of shipboard fires including *Sincerity Ace*, *Yantian Express*, *APL Vancouver*, *ER Kobe* and *Grimaldi Grande America*.”

Five mariners died as a result of the fire aboard the *Sincerity Ace*.

IUMI represents 42 marine market insurance and reinsurance associations. The organization presented the report during its conference in Hamburg, Germany.

“Whilst IUMI cannot speculate on the causes of these fires,” it said, “past issues such as cargo mis-declaration, improper packing, loading, labeling and shipping of hazardous cargoes are likely to be factors.”

“Carrier alliances are adding more complexity [to the situation because] one shipping line will often be carrying another’s containers and relying on their performance to vet and screen cargo,” according to the association’s March 2019 newsletter.

The group said “steps in the right direction include initiatives from organizations such as the National Cargo Bureau, to inspect a sample of inbound containers arriving at U.S. ports from several carriers that are members of the Cargo Incident Notification System, as well as Maersk recently announcing random container inspections.”

“At IUMI we believe there is a need for greater transparency over cargo carried on ships,” the organization says, adding that “more adequate protection should be made available to guard against and to fight onboard fires.”

“Going forward, our main concerns continue to be the accumulation of risks associated with large container vessels and, in particular, the risk of onboard fires,” says Rama Chandran, chairman of IUMI’s Ocean Hull Committee.

IUMI has said that the fire aboard *Maersk Honam* in March 2018 will probably be the largest “general average loss” in the history of the industry.

A general average loss is defined by marine insurers as “a partial loss from voluntary sacrifice, such as jettisoning part of the cargo, to save the ship or crew, or from extraordinary expenses incurred by one of the parties for everyone’s benefit, such as the cost to tow a disabled vessel.”

The insurers’ trade group says the increased risk of large, more complex and costly claims has the potential to impact all marine underwriting sectors in 2019.



NEWS BRIEFS (CONTINUED)

Opponents of Plan to Build Stadium at Port of Oakland Crank Up the Heat

Unions and others fighting a plan to build a new 34,000-seat stadium for the Oakland A's at Howard Terminal are continuing their pressure on city leaders and port commissioners, who are considering whether to sell the land to developers and the team.

The groups that oppose the plan include MM&P, the International Longshore and Warehouse Union (ILWU), the Inland Boatmen's Union (IBU), the Marine Engineers' Beneficial Association (MEBA), bar pilots, shipping organizations, the Union Pacific Railroad Company and a number of religious and community groups.

They have formed a coalition to fight the project, which they say would create risks to navigation and edge out maritime activities and local residents.

Members of the coalition told city lawmakers, the public and the press why they oppose the plan in an April rally on the steps of Oakland City Hall.

MM&P President Don Marcus called the plan to site the stadium and 4,000 housing units at Howard Terminal "short-sighted and absolutely irresponsible."

"We just want [the stadium] in a place that does more good than harm," said IBU Regional Director Robert Estrada.

The coalition argues the proposal would result in the loss of thousands of living wage jobs at the port.

The new stadium would be perched right on the edge of the port's Inner Harbor turning basin, where each week bar pilots turn an average of 25 ships after the vessels unload and load cargo at two nearby terminals. The pilots' concerns include how the ballpark's lights might interfere with their vision.

They're also concerned about the safety risks of baseball fans and neighborhood residents gathering along the shoreline or in the harbor in kayaks and pleasure boats.

Although Howard Terminal is no longer used for container operations, Port of Oakland longshore workers train there.

Terminal employers also use it for trucking operations and for staging and storing containers.



MM&P President Don Marcus told lawmakers and members of the press that a new stadium at the terminal would create risks for pilots and crowd out maritime activities that are essential to the Port of Oakland.

Navy Meritorious Service Award to Captain George Davis

Captain George Davis received the Navy Meritorious Service Award at a dockside ceremony at Naval Base Kitsap in the presence of his coworkers at Commander, Navy Installations Command (CNIC). Davis retired after 43 years of combined Navy and federal employee service: 23 years in the Navy and 20 years as a tug captain at CNIC Naval Base Kitsap.



CNIC Tug Captain George Davis receives the Navy Meritorious Service Award from Naval Base Kitsap Commanding Officer Captain E.A. Schrader.



On hand to celebrate with Davis was a group of his coworkers at CNIC that included Jay Anderson, Kyle Van Duzor, Tim Hartman, tug crews and port operations support staff.

Hundreds Rally in Support of Alaska Marine Highway System



Hundreds rallied in front of the Alaska State Capitol earlier this year to protest a proposal by the state governor to slash funding for the Alaska Marine Highway System (AMHS).

Hundreds of people rallied at the Alaska State Capitol in Juneau this spring to show their support for the Alaska Marine Highway System (AMHS), which the state's Republican governor is seeking to defund and privatize.

The rally, which took place on March 20, was organized by members of the five unions that represent state workers such as AMHS employees: MM&P, the Alaska State Employees Association, the Alaska Public Employees Association, the Inland Boatmen's Union and the Marine Engineers' Beneficial Association.

"We wanted to show support for the ships and the communities," said MM&P Juneau Representative Shannon Adamson. "We're estimating between 400 and 500 people turned out. It was amazing."

MM&P represents the licensed deck officers who crew the ferries in the AMHS fleet.

The theme of the rally was "Save the Alaska Marine Highway System." Participants hoped to block Gov. Mike

Dunleavy's proposed budget, which would cut the ferry system's funding by 75 percent in the next fiscal year. He has commissioned a study to look into options for privatizing it.

Several legislators and public officials spoke on the steps of the Capitol, underlining the importance of the ferry system and leading chants such as, "We're not giving up our ferries."

In public hearings on the proposed budget cuts, a total of 617 people signed up to testify in person, while 241 submitted written testimony. It was the highest number of people to testify on any issue since the Alaska State Legislature began keeping track.

"Traveling freely around our country, and in this case our state, is part of who we are," said one of the speakers at the rally, state Sen. Jesse Kiehl of Juneau.

"It connects our cultures... it doesn't matter if we're talking about commerce, if we're talking about school kids, if we're talking about sports, if we're talking about culture. The AMHS is what connects us in coastal Alaska."

The governor's budget also proposes deep cuts in education, health care and social services.



Ron Bressette, who sailed as captain for AMHS and went on to serve for several years as MM&P's representative in Juneau, helped organize the rallies. The budget cuts would decimate the AMHS workforce and greatly reduce or eliminate ferry transportation service for people living in coastal communities.



Ron Bressette's family—son-in-law Darwin Peterson, daughter Kristen and granddaughters Gemma and Mia—were among those who turned out to protest cuts to the ferry system.

NEWS BRIEFS (CONTINUED)

MM&P Federal Credit Union Celebrates 60th Anniversary

This year, the Masters, Mates & Pilots Federal Credit Union celebrates 60 years of service to the MM&P community. In honor of the occasion, the General Executive Board presented credit union manager Kathy Klisavage with a commemorative plaque.

The credit union is a nonprofit owned and operated by its members for the benefit of all who belong. It is open to members of the union and their families, as well as employees of the union, the Plan Office, MIRAID and MITAGS.

The credit union offers loans, deposit accounts and debit cards at conditions that are generally more favorable than those offered by banks.

The MM&P FCU seeks to maintain the highest rates possible on deposits. Interest rates charged by the credit union are generally lower than rates offered at other financial institutions.

The credit union offers a variety of savings accounts. Some members set up separate accounts to save for a specific goal, such as paying for holidays, college tuition, insurance premiums or vacations.

The credit union grants loans for a variety of purposes: tuition, home improvement, tax payments, medical bills, consolidation of debt and financing of durable goods such as automobiles, boats, motorcycles and recreational vehicles.

You may pay off your loan at any time without penalty. Interest is charged only for the length of time the loan is outstanding. There are no so-called “monthly service charges” or other hidden fees.

To enjoy the services, you must become a member of the credit union. It’s easy to join!

Go to bridgedeck.org and click on “Credit Union” at the top of the page to find out more.

Call 800-382-7777 for the latest savings and loan rates.

Each member’s savings account is federally insured by the National Credit Union Administration (NCUA) for up to \$250,000.

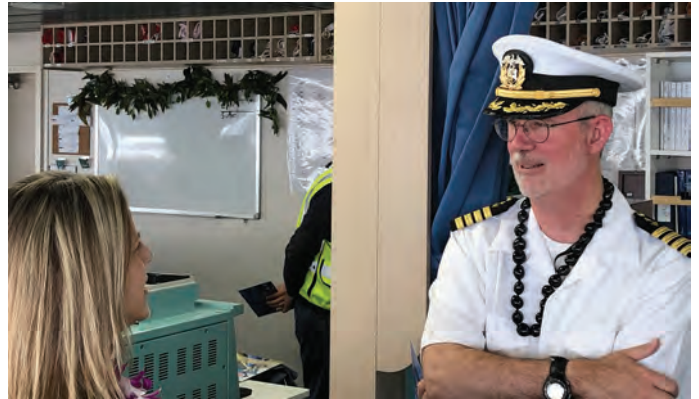


Kathy Klisavage and members of the union’s General Executive Board celebrate the MM&P Federal Credit Union’s 60 years of service.

Matson's *Kaimana Hila* Welcomes Visitors in Seattle



Members of the public were welcomed aboard Matson's new 3,600 TEU Aloha Class containership *Kaimana Hila* in May.



Captain Mike O'Toole answers a visitor's questions.



Third Mate Michael Clifford and Second Mate Naldo Garcia.



Port Relief Officer Al Fosmo.

(Left to right) Chief Mate Dave Bennett, MM&P Pacific Ports Vice President J. Lars Turner, Second Mate Naldo Garcia and Boatswain Noel Itsumaru in the cargo office. "It's great to see proud members of MM&P bringing the next era of Jones Act containerships into service," Turner said.



NEWS BRIEFS (CONTINUED)

Maersk Kentucky Flags Out

MM&P member Ernie Caponegro sent pictures of the crew of *Maersk Kentucky* while the ship was at anchor in Galveston, waiting to be flagged out. MLL replaced two ships in the Maritime Security Program (MSP) earlier this year with vessels that the company says are better suited to program requirements.

Maersk Kentucky was replaced with the newly flagged-in *Maersk Durban*. The licensed and unlicensed crewmembers aboard *Kentucky* transitioned to *Maersk Durban*. MSP has a dry-cargo age limit of 25 years: the *Maersk Durban*, built in 2005, is significantly younger than the *Maersk Kentucky*, which was built in 1999.



(Left to right) Chief Mate Tim Sheridan, Third Mate Charlie Cahill, Captain Bill Imken and Second Mate Ernie Caponegro.



Greetings From the Crew of *MV Manitowoc*

MV Manitowoc, operated by Grand River Navigation, received a visit from MM&P Great Lakes & Gulf Vice President Tom Bell when the vessel was docked in Cleveland. The *Manitowoc* is a 1973-built self-discharging bulk carrier that is operated by Grand River Navigation. All the crewmembers aboard the ship are represented by the MM&P Great Lakes & Gulf Region.



Third Mate Daniel Jasmund.

(Left to right) CE Jeff Curtis, Steward Bridget Nagle, AB Robert Cardinal and MM&P Great Lakes & Gulf Vice President Tom Bell.

St. Louis Express Heading for Antwerp



Captain Christopher Kavanagh, master of *Maersk Ohio*, shared this photo of the *St. Louis Express* inbound for the port of Antwerp. The photo was taken from the bridge of the outbound *Maersk Ohio* as the vessels passed in the river. The Dutch city of Terneuzen is in the background.

NEWS BRIEFS (CONTINUED)

Sailors' Snug Harbor Can Help Retired Mariners With Demonstrated Financial Need

Sailors' Snug Harbor (SSH), one of the oldest secular charities in the United States, has funds available to help career mariners with financial need.

SSH was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a New York merchant. More than 16,500 mariners have been assisted by SSH since its inception in the early nineteenth century.

What kind of help can SSH provide?

SSH assists mariners financially in their homes. Mariners who meet the following criteria are eligible for assistance:

- ◆ 65 years of age or older or on disability—some exceptions can be made;
- ◆ 2,555 days of deep-sea time, at least five years on U.S.-flag ships *OR* 14 years working on inland rivers;
- ◆ proven need for financial assistance;
- ◆ less than \$50,000 in assets (primary residence excluded).

A three-year look-back period will be used to determine eligibility.

If the mariner is eligible for public benefits, such as VA benefits, Medicaid or SNAP, those benefits should be accessed first.

The SSH website, www.thesailorssnugharbor.org, has a link to the application that each interested mariner must complete. The application requires detailed information about current living arrangements, financial history, etc.

If you are interested in learning more about SSH benefits, please contact:

Sailors' Snug Harbor
Toll Free: 1-888-257-5456
Fax: 212-513-0243
info@thesailorssnugharbor.org



Staffers Jay Brooks and Karen Laino in front of an image of Captain Robert Richard Randall.



Sailors' Snug Harbor was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a New York merchant who wanted to aid impoverished seafarers, many of whom were abandoned in ports when they were too old or sick to continue working.

A Visit With the Crew of the *BE Lindholm*

The trailing suction hopper dredge *BE Lindholm* is vertically manned by MM&P. Great Lakes & Gulf Vice President Tom Bell took these photos when the dredge and crew were working in Stewart, Fla.



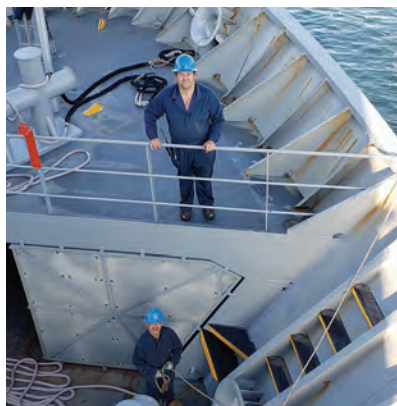
The trailing suction hopper dredge *BE Lindholm*.

Weeks Marine Human Resources Director Noel Ramos, Deckhand Cliff Robins and Captain Russ Arrington.



40th Anniversary of *USNS Sioux*

Chief Mate Jeffrey Allan Sousa shared photos of *USNS Sioux* (T-ATF-171) on the occasion of its 40th anniversary. The *Sioux* is a U.S. Navy Powhatan-class fleet ocean tug operated by Military Sealift Command. The officers aboard the vessel are represented by the MM&P Federal Employees Membership Group (FEMG).



NEWS BRIEFS (CONTINUED)

MM&P Demands Bargaining Over MSC Plan to Move Training Center

MM&P and Military Sealift Command (MSC) officials have participated in meetings with MM&P bargaining unit members assigned to MSC Training Center East, in Freehold, N.J.

MSC has proposed transferring the training center's functions and employees to Fort Eustis, Va., with a phased relocation process and a target completion date of August 2019.

MM&P Government Fleet Representative Randi Ciszewski says timelines for the relocation remain fluid. MM&P has demanded bargaining.

"We want to ensure that all unit members receive all possible entitlements and benefits to minimize the adverse impact of this proposed change to their conditions of employment," she says.



A proposal to move MSC Training Center East has been the focus of meetings among bargaining unit members, the union and MSC. (Left to right) MSC management team members Teresa Keithley, Angela Ubrey and Bill Kordyjak, MM&P Government Fleet Representative Randi Ciszewski and MSC Training Center East Director Bob Farmer.

MM&P Award to Graduating Seniors Broderick and Crowley

Brendan Broderick at Maine Maritime and Matthew Crowley at SUNY Maritime College received the MM&P Good Shipmate Award at graduation ceremonies this spring.

Recipients of the award are chosen based on academic performance and on being selected by fellow students and instructors as "the seaman with whom you would most like to sail."

MM&P Pilots Group East Coast Regional Representative Tim Ferrie presented the award to Crowley. Captain Dave Sulin presented the award to Broderick.



Captain Dave Sulin presents the MM&P Good Shipmate Award to Brendan Broderick at Maine Maritime.



Captain Tim Ferrie and SUNY Maritime President Rear Adm. Michael Alfultis congratulate Matthew Crowley.

USNS Comfort Deploys to Help Refugees From Venezuela

Hospital ship *USNS Comfort* left Norfolk in June on a mission to South America and the Caribbean.

The U.S. Southern Command said in a statement that the ship, which is operated by Military Sealift Command (MSC), will “provide medical assistance in support of regional partners and in response to the regional impacts of the Venezuela political and economic crisis.”

The licensed deck officers aboard *Comfort* are represented by the MM&P Federal Employees Membership Group (FEMG).

During the five-month deployment, the vessel will work with health officials in Colombia, Costa Rica, the Dominican Republic,

Ecuador, Grenada, Haiti, Jamaica, Panama, Saint Lucia, St. Kitts and Nevis, and Trinidad and Tobago.

This will be the ship’s seventh deployment to the region since 2007.

In the current mission, *Comfort* medical teams will work with host nation professionals in regions that are absorbing thousands of Venezuelan refugees.

USNS Comfort can carry a crew of doctors, nurses and specialists of up to 1,000, and has a total patient capacity of 1,000. It has an 80-bed intensive care ward, a 20-bed recovery ward, a 280-bed intermediate care ward and 12 operating rooms.

Nautilus Federation Unions Meet

The Nautilus Federation is a group of 19 maritime unions that have joined forces for the benefit of their members. Affiliates develop joint policies on issues ranging from fatigue to the unjust criminalization of mariners involved in accidents.



Representatives of Nautilus Federation member unions met recently to discuss issues of importance to their members, such as fatigue caused by excessive workloads. Pacific Ports Vice President Lars Turner represented MM&P. In the photo, Turner (*second from right*) with Mary Liew of the Singapore Maritime Officers’ Union (SMOU), Hege Bengtsson of the Norwegian Union of Marine Engineers (NUME) and Thomas Tay of SMOU.



Turner discusses core values applied to fair transport with Danny McGowan of Nautilus International.



Turner and Nick Bramley of OUIS working together on areas of common concern related to International Maritime Organization regulations.

NEWS BRIEFS (CONTINUED)

Crew of *Buchanan-5* Gets Ready for a Busy Week

It was 0700 on Monday, May 13, and *Buchanan-5* was docked at Port Washington, on the north shore of Long Island. The crew was “loading grub on board, old school,” when MM&P Atlantic Maritime Group Representative Mike Riordan snapped this photo. “They were getting ready for a nonstop week of hard work,” he says.

Buchanan Marine LP has long-term agreements for the marine transportation of aggregate materials in the Hudson River, New York Harbor and Long Island Sound.



In the early morning hours, the crew of *Buchanan-5* preps for the week ahead. (Left to right) Steve Sandland, Kurt Munsterman, Chris Zygula, Kirrills Samoilenko and Joe Naylis. (Not shown: Captain Chris Birdsey, who was engaged in pre-voyage inspections when the photo was taken.)

Crew of *MV Cape Hudson* Rolls Out Welcome Mat for Soldiers in Busan

The crew of *MV Cape Hudson* received certificates of appreciation and a framed American flag from the U.S. Army for hosting a group of soldiers during port operations in Busan.

“The flag they gave us was flown from one of the helicopters we brought over,” said *MV Hudson* Master Donald R. Sacca.

The soldiers were living on cots in a warehouse and using an outside shower in a tent. The crew shared extra rooms with them and fed them onboard.

“We gave them the full Matson treatment,” Sacca said. “We held a barbecue for about 60 of them. They played cornhole and ping pong. Nobody seemed to notice the cold temperatures of Korea for several hours... They were having too much fun.”

The soldiers organized an impromptu ceremony to present the flag, the certificates and challenge coins. “They wanted to show their appreciation,” Sacca said.

“A small gesture on our part for the U.S. military, but it was well worth it.”



Soldiers stationed in Korea pose with members of the crew of *MV Cape Hudson*. The Army awarded them a U.S. flag and a certificate of thanks for “the show of hospitality, extending well above and beyond what is expected...”

Hawaii Pilots Deliver New Matson Cranes



Hawaii Pilots Captain Ed Enos and Captain Thomas Heberle, both members of the MM&P Pilot Membership Group, were at the conn of the deck cargo ship *Big Lift Baffin* which was carrying three new Matson cranes into Honolulu Harbor. The new gantry cranes are the biggest ship-to-shore container cranes to be deployed at any commercial harbor in Hawaii. Many thanks to MM&P member Freedom Dennis, who took the photo.

ITF Speaks for Transport Workers at Maersk Shareholder Meeting

A five-member team of representatives of International Transport Workers' Federation (ITF) unions attended the AP Moeller-Maersk annual general meeting in Copenhagen in April. MM&P Atlantic Ports Vice President Don Josberger represented MM&P.

The team presented a report to shareholders on the relations between the company and the unions belonging to the ITF's Maersk Network, which was set up to represent the thousands of transport workers employed across the Maersk organization.

The ITF represents around 1.5 million transport workers in the maritime industry.

The ITF delegation reported that communications between the company and union members around the world are generally good.

It warned, however, of the negative impact of excessive workloads, in particular on watchkeepers. Recently on certain ships the company has started to use a second third officer to assist, and the delegation encouraged Maersk to extend the practice to additional ships. "This is to ensure that Maersk Line ships are not only legally compliant, but also have sufficient personnel to safely undertake all their duties," the ITF's Steve Yandell said in presenting the report.

He said the group stands in solidarity with members of the ILWU who are fighting to maintain jobs in the Port of Los Angeles in the face of threats of automation.

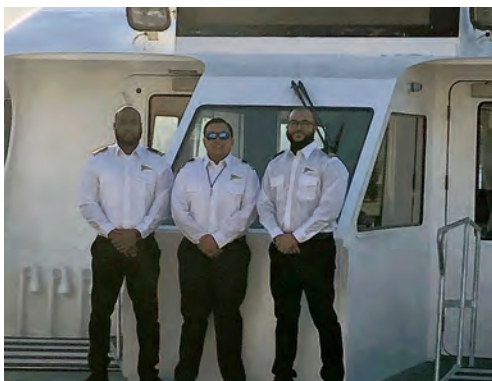


Members of the Maersk Steering Group met in the headquarters of Danish union 3F the day prior to the Maersk shareholders' meeting. (Left to right) ILWU Local 13 Vice President Gary Herrera, ITF Senior Section Assistant Seafarers, Fisheries & Inland Navigation Steve Yandell, Karsten Kristensen of Seafarers Fagligt Fælles Forbund (3F), Richard M. Crease of UK Svitzer, P.K. Raman, ILWU Clerks Technology Coordinator Dane Jones and MM&P Atlantic Ports Vice President Don Josberger.



Labor union representatives who attended Maersk's annual shareholders' meeting in Copenhagen in April. (Left to right) International Longshore and Warehouse Union (ILWU) Local 13 Vice President Gary Herrera, ITF Global Administrator Lisa Dompheh, ITF Senior Section Assistant Seafarers, Fisheries & Inland Navigation Steve Yandell, ILWU Clerks Technology Coordinator Dane Jones and MM&P Atlantic Ports Vice President Don Josberger.

NEWS BRIEFS (CONTINUED)



New Service Run for New York Water Taxi

New York Water Taxi has begun a new service run, providing service from Newport, N.J., to Pier 25 in the city under a five-year contract with Citibank. Pictured is the permanent crew for the new run: (left to right) Deckhand Tymel Ambrose, Captain Alvin Masongsong and Deckhand John Colon. Thanks to AMG Representative Paulina Czernek for sharing the photo.

Safmarine Mafadi Flagged In

Maersk Line Limited (MLL) has flagged *Safmarine Mafadi* into its fleet to serve in the Trans-Atlantic Northern European Service. The company said the G-Class ship, which replaced *Maersk Memphis* in the Maritime Security Program, is better suited to MSP requirements. The licensed and unlicensed crewmembers who served aboard *Maersk Memphis* have transferred to *Safmarine Mafadi*. Captain Chris Zimmerman and Chief Mate James McManus were present when the vessel was flagged in.



MM&P, Reinauer and UPS at Meet 'n Greet With Congressman Rose



MM&P Secretary-Treasurer Steve Werse and Atlantic Ports Vice President Don Josberger joined UPS Vice President Chris Lutick and representatives of Reinauer Transportation at a meeting with newly elected Congressman Max Rose. The event was held at the UPS facility in Staten Island. "It was an opportunity to meet with the congressman and other transportation sector operators, and to make our name known," Werse said. Rose is an American veteran and politician serving as the representative from New York's 11th congressional district, which includes all of Staten Island and parts of southern Brooklyn.

Captain Richard Phillips Lane Kirkland Maritime Trust Hosts World War II Merchant Marine Veterans

The Captain Richard Phillips Lane Kirkland Maritime Trust hosted a Maritime Day reception that included three honored guests—Gerard Driscoll, Eugene Barner and Charles Mills—merchant marine veterans who manned Liberty and Victory ships in the service of the United States during World War II.

The three came to Washington, D.C., to urge support of legislation that would give long overdue recognition to merchant seamen who served in World War II by awarding them the Congressional Gold Medal.

They called their Congressional visits day “Storm The Hill.”

It is an oft-forgotten fact that more than 6,000 merchant mariners died in the service of our country during World War II.

Their stories of service make us all proud of the contributions of our maritime industry to the Nation’s strategic sealift capability and defense.

Eugene “Gene” Barner, who lives in Overland Park, Kansas, joined the volunteer service in November 1943. His ship and the others docked alongside it in Okinawa, a staging area for a planned invasion of Japan, endured nightly Kamikaze attacks. He counts himself lucky to have made it through the war unscathed.

Charles Mills, who lives in Pearland, Texas, started his career in the United States Merchant Marine in 1937, serving aboard the *USS Carlton*. He sailed until the end of World War II. After the war, he embarked on a four-decade career as a National Maritime Union official.

Gerard Driscoll, from Pennsylvania, grew up with five brothers, all of whom served in World War II. He had planned to do the same but was not allowed to join the Navy because he was only 16. He worked as a coal passer on the Great Lakes before securing his credentials and went on to serve as a merchant mariner during the invasions of Saipan, the Philippines, Okinawa and Iwo Jima.

The keynote speaker was Congressman Bradley Byrne (R-Alabama), a member of the House Armed Services Committee, who discussed the vital role America’s mariners and the maritime industry play in the daily fabric of American life and in maintaining our freedom.

The Maritime Day event was jointly sponsored by a group of organizations that share the Captain Richard Phillips Lane Kirkland Maritime Trust’s commitment to helping motivated individuals achieve their goals of a career at sea and promoting public awareness and policy that helps ensure a strong commercial maritime industry.

The following sponsors received a round of applause: the American Maritime Congress, Invesco, Bold Ocean, MM&P, MIRAID and Gorfine Schiller Gardyn Certified Public Accountants and Consultants.



MM&P President Don Marcus (*left*) and Captain Richard Phillips (*right*) with World War II Merchant Marine Veteran Charles Mills. Mills began his maritime career in 1937. After the war, he went on to serve for 40 years as an official of the National Maritime Union.



Bryant Gardner, Fair Kim and Doug Hall. Fair Kim, of the American Maritime Congress, is a member of the Advisory Council of the Trust.



UPS Vice President Chris Lutick and MM&P Secretary-Treasurer Steve Werse. Werse is a member of the board of the Captain Richard Phillips Lane Kirkland Maritime Trust.

[continued on page 22](#)

NEWS BRIEFS (CONTINUED)

Maritime Trust continued from page 21

Proceeds from the event are funding scholarships for individuals pursuing careers in maritime or related industries.

"I wanted to thank the directors of the Phillips Kirkland Trust for making an investment in the future of the maritime industry," said Scott Rodgville of Gorfine Schiller Gardyn (GSG).

"The industry plays such a vital role in the economy and security of the United States. I am so pleased to see an organization making the investment in the future of the industry by ensuring individuals have an opportunity to get engaged in the work and establish their careers. GSG is proud to be associated with such an important endeavor. In addition, it was quite the honor for us to spend a few minutes with the World War II Merchant Marines that evening, in addition to Captain Phillips. Congratulations on a great event!"

To find out more about the Trust and get involved, go to: captainphillipstrust.org



Rear Adm. Wendi Carpenter (U.S. Navy-Ret.) with Alan Stein of Gorfine Schiller Gardyn (GSG) Certified Public Accountants and Consultants. Carpenter is executive director of the Captain Richard Phillips Lane Kirkland Maritime Trust. GSG was among the sponsors of the Maritime Day event.



Jim Caponiti, president of the American Maritime Congress, with Captain Richard Phillips.



MM&P Gulf Ports and Government Affairs Vice President Klaus Luhta, Congressman Bradley Byrne and MM&P President Don Marcus. Luhta is chairman of the board of the trust.

Captain Richard Phillips and Congressman Bradley Byrne with World War II veterans Gerard Driscoll, Eugene Barner and Charles Mills. Byrne was the keynote speaker at the Maritime Day event. Driscoll, Barner and Mills had come to Washington to lobby Congress for recognition for merchant mariners who served in World War II.



Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Schedule of Meetings

The second Board of Trustees meeting for 2019 took place June 4-6. In the next edition of The Master, Mate & Pilot, I will summarize some of the actions taken by the Trustees at the meeting.

Health & Benefit Plan

Important Reminders

Please contact an MM&P Health & Benefit Plan advisor if:

- your address has changed;
- you have been legally separated or divorced; or
- your spouse is working and is now covered by that employer's health benefit program.

And please remember:

- to report any accidents aboard ship to the Plan Office;
- once you retire and become eligible for Medicare Part B, you must submit a copy of your Medicare card to the Plan Office;
- dependent children over the age of 19 must complete the Adult 19-26 form and return it to the Plan Office to be covered under the Health & Benefit Plan.

2020-21 Offshore Scholarship Applications

Eligible dependent children of eligible Offshore members and co-pay pensioners in good standing are reminded to request an application for the scholarship program. Applicants must be high school seniors during the 2019-20 school year. Completed applications must be returned to the Plan Office by Nov. 30, 2019.

For more information, please contact Madeline Petrelli at the Plan Office at 410-850-8615 or mpetrelli@mmppplans.com

CVS-Maintenance Choice

If you have been prescribed a medicine that you must take regularly,* you can now fill the prescription at your local CVS store for a 90-day supply at the mail order discount price. This option has been in place since Jan. 1, 2016.

The Trustees approved this choice to try to make it easier for you to obtain your long-term medicine. We still have the mail service pharmacy option if you would like to receive long-term medicines

in the mail. You can also have any specialty medication sent to a CVS pharmacy; just ask the CVS pharmacist to contact the specialty pharmacy and request that it ship your medication to the CVS store.

If you have questions about this program, feel free to speak to your local CVS pharmacist. (Please note that all Target pharmacies are now CVS locations.) Visit www.caremark.com or call CVS Customer Care at 1-866-260-4646.

**Long-term medicines are taken regularly for conditions such as high blood pressure, asthma, diabetes or high cholesterol.*

Pension Plan

Annual Funding Notice

As required by federal law, at the end of April 2019, the Plan mailed the Annual Funding Notice for Plan Year Jan. 1, 2018 through Dec. 31, 2018 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

Masters, Mates & Pilots Plans

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 "MM&P Offshore Pension Plan," then click on "Offshore Pension Plan Annual Funding Notice for the year 2018, mailed in April 2019." 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, and they have not responded to the Plan.

2018 Annual Pension Confirmation Forms Needed for Plan Year 2018

Ellis Barrett	Evangeline Baura
Marilyn Brasseaux	Frank Colebrissi
Ronald Degrazia	Rafa Dejesusortiz
Eleanor Dunham	Judith Fanning
Xinia Fillare	Rashelle Fletcher
Barbara Friedman	Celia Gonzalez deGallardo
Mark Harris	John Heino
Dale Hornberger	Maria Hubbard
James Jannetti	Melinda Kleineweber
Dorothy Landry	Eva Larue
Thomas Lewis	James Londagin
E Maclara	James McGee
Matthew McNerney	Jackson Miller, II
Mary Parker	Vasilios Pazartzis
Anna Psilos	Violeta Rivera
Julio Santana	Richard Sherrill
Antoine Tedmore	Wilbur Vantine
Cathleen Walker	Stephen Wardman

Gordon White

John Woodward

Earnings Limitation for Pensioners and/or Dependents Under the Age of 65 for Plan Year 2019

Frank Colebrissi	John Dolan
Douglas Fifield	Donald Foxhall
Gary Gelfgren	Timothy Hagan
James Kitterman	RJ Kochevko
James Londagin	Matthew McNerney
Jared Myregard	Peter Pauline
Sandra Pirtle	Brian Prendergast
Joseph Roach	Svietozar Sinkevich
Janet Walsh	

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.

Adjustable Pension Plan

Annual Funding Notice

As required by federal law, at the end of April 2019, the Plan mailed the Annual Funding Notice for the Adjustable Pension Plan Year Jan. 1, 2018 through Dec. 31, 2018 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 2018, mailed in April 2019." Also posted for your reference are prior year notices.

Pilots, Matson Captains, in Aloha Class Ship Familiarization Simulation



At 3,600 TEUs, Matson's Aloha Class vessels—the *Kaimana Hila* and the *Daniel K. Inouye*—are the largest containerships built in the United States. Officers who conn the Aloha Class vessels participated in a ship familiarization simulation at MITAGS in February. (Left to right) MITAGS shiphandling consultant Larry Bergin, Los Angeles Pilot Arthur Grant, Hawaii Pilot Thomas Collins, Matson Captain Travis Seely, Matson Vessel Manager Brian Spillane, Matson Captain Ted Bernhard. (Not pictured: San Francisco Bar Pilot Zack Kellerman.)



“Bravo Zulu Jim Clements: You’re Always There for Those in Need”

The professionalism and dedication that Jim Clements showed our firefighters “was of the highest level,” the Howard County fire chief said.

MITAGS Marine Safety Department Director Jim Clements has been commended for providing critical support to members of the community following the death last summer of veteran firefighter Lieutenant Nathan Flynn.

“This was our first career line of duty death... and we reached out to a member of your organization in search of support for a challenge that we could not have overcome alone,” wrote Howard County Interim Fire Chief Daniel G. Merson in a letter to MITAGS Executive Director Glen Paine.

Answering the call for help was Jim Clements, who in addition to his paramedic and firefighting skills is also a professional counselor.

“I want to thank you and your organization for responding to one of our department’s darkest hours,” Merson wrote. “Your support brought hope and light to us during that time.”

“Jim—Bravo Zulu!” Paine said. “When the chips are down, you always make yourself available to those in need.”

Subchapter M Conference

Lessons Learned & the Road Ahead

**September
26-27, 2019**

MITAGS-PMI
Baltimore, MD

As Subchapter M completes its first year on the books, many towing vessel companies have found it a challenging course to navigate. While some have had smooth sailing, others worry about running aground. The **Subchapter M Conference** will bring together vessel operators, regulators, and auditors to compare notes about how they have navigated the rocks and shoals of the new towing vessel regulations and how they plan to stay on course moving forward.

For further information,
please contact:

Jon Kjaerulff at
206 255 8398
or jkjaerulff@mates.org

MITAGS-PMI 
MARITIME INSTITUTE OF TECHNOLOGY & GRADUATE STUDIES / PACIFIC MARITIME INSTITUTE

To learn more and to register for
MITAGS-PMI's Subchapter M Conference, visit
www.subchaptermconference.com



PENSIONERS



Bruce Baglien, shipping out of West Coast ports. He last sailed for American President Lines as chief mate aboard the *President Cleveland*.



Kurt Melcher, shipping out of East Coast ports. He last sailed for Central Gulf Lines as master of the *Green Lake*.



Michael Daugherty, shipping out of West Coast ports. He last sailed for Sunrise Operations as master of the *Horizon Pacific*.

Stephen Randolph, retired from the MM&P Great Lakes & Gulf, United Inland Group.

Valerie Verrecchio, worked as a Health and Benefit Administrator in the MM&P Plans office.

Karl Fidler, shipping out of West Coast ports. He last sailed for Maritime Personnel and Provisioning as master of the *Washington Express*.

Beverly Johnson, retired from the MM&P Great Lakes & Gulf, United Inland Group.

Peter Webster, shipping out of West Coast ports. He last sailed for Matson Navigation as master of the *MV Manoa*.

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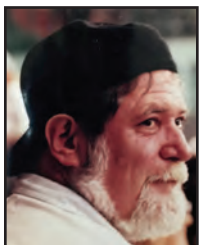
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CROSS'D THE FINAL BAR

Raymond Bartels, 85, Feb. 15. A resident of Catonsville, Md., and a pensioner since 1996, he worked in the Maintenance Department at MM&P Headquarters. His interests included woodworking, watches and antiques. He is survived by his sisters Sharon Jackson, Gloria Hogarty and Marlyn Knott.

Michael Carlisle, 75, Jan. 15. A resident of Pinellas Park, Fla., and a pensioner since 2007, he last sailed for U.S. Ship Management aboard the *SL Motivator*. He was a U.S. Army veteran. Survivors include his sister Mary, niece Maria, nephews Vincent and Michael, great-nieces Christina, Kyleigh, Alicia and Lucia, and great-nephews Matthew and Desmond.



Christopher Dady, 62, Feb. 23. A resident of Bristol, R.I., he was a chief engineer with the United New York Sandy Hook Pilots for 28 years. He served in the U.S. Navy during the Vietnam War. He was the owner and software developer of Freelance Software and Hawespipe.net. In his spare time, he enjoyed sailing his boat *Music* on the Narragansett Bay. He is survived by his wife of 41 years, Deborah, his father James and wife Sylvia, his mother Mary and husband Michael, his children Jacob, Deirdre and Mia, and grandchildren Audrey and Jameson.



John C. Depesa, 99, Nov. 18, 2018. A resident of Chelsea, Mass., and a pensioner since 1968, he last sailed for Sea Transport Company aboard the *SS Eagle Voyager*.

Joseph H. Foreman, 92, March 9. A resident of Franklin, N.C., and a pensioner since 1985, he last sailed with Moore McCormack Bulk Transport aboard the *Mormacstar*. He is remembered as a gold prospector, gem polisher and cutter, who enjoyed traveling throughout the western United States. He is survived by his brother Edwin.



Charles "Steamboat" Markowski, April 7. Steamboat, as he was known to his ILA colleagues, family and friends, was a veteran of 51 years with the International Longshoremen's Association, AFL-CIO.

ILA President Harold Daggett said, "the name Steamboat Markowski now takes its rightful place at the top of historic and legendary figures in the Port of Baltimore along with

Richard P. Hughes and Helen Bentley." The ILA President added: "As president of ILA Local 953, Steamboat delivered powerful contracts benefitting his Baltimore members and their families." Brother Markowski is survived by his wife, Sharon, his stepchildren Gina and Venessa, grandchildren Michael, Julianna and Gianna, and many other family members.

John R. Mathews, 58, Dec. 9, 2018. A resident of Pewaukee, Wis., and a Columbia Northwest member, he last sailed for America Cargo Transport in July 2016.

Dale A. Moore, 80, March 5. A resident of Milwaukie, Ore., and a pensioner since 1994, he last sailed for Sealand Services aboard the *Sealand Pacific*. Springtime brought out the gardener in Dale, who loved his vegetable garden and strawberries. He looked forward to high school football games and track meets when he could watch his grandson, Matt, and basketball games with grandson Casey. He enjoyed family visits where the boys would help with yard work and gutter cleaning. Having granddaughters in Germany gave Dale and his wife Lydia an excuse for yearly travel. He loved his World War II history and could be found spending many hours in his "man cave" engrossed in one or two books at a time. He is survived by his wife Lydia, sons Dean, Ed, Jim and David, daughter Deborah, grandsons Matt, Michael, Sean, Jay, Peter, Patrick, Cameron, Casey and Colby, granddaughters Josephine and Matilda, and great-grandson Frank.

Fausto Pena, 69, Dec. 18, 2018. He was a member of the MM&P Atlantic & Gulf Membership Group, a resident of Carolina, Puerto Rico, and had been a pensioner since 1991.

William E. Phurrough, 90, March 22. A resident of Magnolia, Miss., and a pensioner since 1990, he last sailed for Lykes Brothers Steamship Company aboard the *SS Stella Lykes*. He served in the U.S. Coast Guard. He is survived by his wife Audrey, daughter Sheryl, grandchildren James and Melanie, five great-grandchildren and one great-grandchild.

Frank Radomski, 92, Feb. 23. A resident of Winter Park, Fla., and a pensioner since 1995, he last sailed for Puerto Rico Marine Management aboard the *SS Humacao*. Cruises to the Caribbean, reading history and naval books, dancing and socializing were among his favorite activities. He is survived by his wife Provi and stepsons Johny and Steve Serrano.





Alan Coté addressing delegates to the 86th MM&P Convention when he was IBU National President. "I'm proud to be associated with your union," he told the delegates. "Our solidarity is critical to our success."

Remembering Alan Coté Former National President of the Inlandboatmen's Union of the Pacific

Alan Coté, former national president of the IBU, died on April 5. He was 61 years old.

He was first elected as the IBU's national president in 2005 and was re-elected to successive terms in office until 2017. The IBU is the marine division of the International Longshore and Warehouse Union (ILWU). Coté served on the ILWU's International Executive Board for a total of four terms, from 2006 to 2018.

He was instrumental in organizing the Maritime Labor Alliance (MLA), the six-union coalition that includes MM&P, the IBU, the ILWU, the International Longshoremen's Association (ILA), the Marine Engineers' Beneficial Association (MEBA) and the American Radio Association (ARA).

He also served as president and secretary-treasurer of the Puget Sound Maritime Trades Council.

A tugboat captain by training, he never hesitated to speak out on issues including safety, fatigue and fair working conditions, and will be remembered for his powerful advocacy for IBU members, maritime workers in general and America's working families.

MM&P President Don Marcus was among those who eulogized Coté at a memorial service held in his honor. "In addition to the very sad loss of a true friend and union brother, the labor movement has lost a man of vision, action and integrity," he said.

"Alan was a man of keen intelligence and insight. He appreciated the traditions of our industry and was 100 percent engaged in the fight to improve the quality of life for IBU members."

Crossing the Bar

Sunset and evening star,
And one clear call for me!

And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!

And may there be no sadness of farewell,
When I embark;

For tho' from out our bourne Time and Place
The flood may bear me far,
I hope to see my pilot face to face
When I have crossed the bar.

— Alfred Lord Tennyson (1809-1892)



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

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