



The Master, Mate & Pilot

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



The truth was known!



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Silence is your accomplice!



*Panama Canal Tug Captains Fight for Safe
Working Conditions.*

**88th MM&P Convention Call
2020 Constitutional Convention Call
Notice of Election**

The Master, Mate & Pilot

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Thank You Contributors to the MM&P PCF!

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About the Cover

Members of MM&P's Panama affiliate, UCOC, protest in front of the Panama Canal Administration building in December. UCOC members are sometimes required to work shifts of more than 30 hours without a break.

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FROM THE PRESIDENT

State of the Union: 2020

Union Sisters and Brothers,

The New Year is upon us with little rest from the many challenges of 2019. The Holiday Season was greatly dampened by the tragic loss of Sandy Hook and MM&P Pilot Dennis Sherwood in the early morning of December 30, 2019 while embarking the *MV Maersk Kensington* as it approached New York Harbor.

The loss of highly accomplished and universally respected Captain Sherwood, at age 63 – just before his impending retirement– is a tragedy that once again brings to the forefront the enduring question of pilot ladder safety. His visitation and memorial services in Freehold, NJ brought scores of family, friends and mariners together from throughout the East Coast. His loss was particularly hard for our MM&P community. Not only was Captain Sherwood a member of our organization, but our members also served aboard the *MV Maersk Kensington* and operated the Sandy Hook pilot boat when the loss occurred. The inherent dangers of our chosen profession and the need to constantly work to improve safety could not be more closely brought home. MM&P is working in conjunction with the International Marine Pilots' Association (IMPA) at the International Maritime Organization (IMO) and elsewhere to see that there are increased measures of safety in pilot ladder arrangements.

It is with the aim of increasing mariner input into international regulatory matters that our General Executive Board recently voted to bring MM&P into association membership in the International Federation of Shipmasters Associations (IFSMA). Like IMPA and the International Transport Workers' Federation (ITF), IFSMA has an accredited voice at the IMO. It is essential that the voice of professional mariners is heard when maritime regulations are being developed by the IMO in London. It is towards this end and to complement our longstanding and effective efforts through the ITF that we have joined and will be supporting the regulatory efforts of IFSMA.

As we are engaged on the regulatory side, the industrial side of our profession is no less essential. We are not alone. On the cover of this magazine is a picture of our brothers and sisters of *Union de Capitanes y Oficiales de Cubierta de Panama* (UCOC). Our affiliate UCOC (Captains and Deck Officers Union of Panama) have been seeking what all unions must have from their employers:

- Due process for their membership.
- Safe working conditions and compliance with recognized hours of work and rest.
- Good faith collective bargaining.

UCOC has been struggling to achieve these goals since the expansion of the Canal. It is hoped that a new administration at the Canal will recognize the value of human resources in their quest for higher profits. We are working with UCOC, the ITF and the Nautilus Federation to make this happen.

On our own shores, much the same struggle goes on with several of our own employers and one State government, the State of Alaska. Later this month, along with other members of the Maritime Labor Alliance, MM&P will be conducting a rally at the Alaska state capitol in Juneau and lobbying the legislature to restore critical funding to the Alaska Marine Highway System (AMHS). As this is being written, only one out of ten AMHS ferries is in service and the future of the ferry system is in doubt. Thousands of coastal Alaskans are being abandoned by a callous and short-sighted governor who is trying, unsuccessfully, to fulfill campaign promises by gutting or destroying public services – including health care and education as well as the ferry service. Some 35 communities depend on what until recently was a first-class ferry service for their economic and social cohesion. Maritime labor and the coastal communities of Alaska are fighting this travesty. Please take a look and contribute to Friends of the Alaska Marine Highway System <https://www.friendsofamhs.org/>.

From Juneau with AMHS, to San Juan, Puerto Rico with McAllister Towing and back to the West Coast with The Pasha Group – and elsewhere, MM&P is engaged in a full-time battle to protect our jobs, working conditions and legal rights. Those legal rights, when it comes to enforcing workers' rights and safety regulations are increasingly under siege. The National Labor Relations Board has abdicated its duties and is now under the charge of an individual who is philosophically opposed to the mission of the agency. Due process for workers and labor organizations is being lost in a haze of legal expense, delay and outright malfeasance. "Justice delayed is justice denied" and delay is the watchword for recalcitrant employers as well as officials in government and the courts who have anti-worker agendas.



[continued on page 2](#)

President's Message continued

For this combat we need resources. Human resources in the form of committed members aboard ship and ashore who will stand up for their rights and financial resources to fund the increasingly costly battles in unending arbitrations, the NLRB, the courts, state legislatures and, of course, in Congress.

I am very happy to say that our members recognize these needs. Important dues initiatives have passed with the Atlantic Maritime Group, the Federal Employees Membership Group and, most recently, the Pacific Maritime Region. These are great steps forward for our Union. At the same time, Secretary-Treasurer Don Josberger has wasted no time in aggressively and intelligently taking steps to reduce the costs of our administration. It is not only our members who have made a difference by voting to make the significant changes we needed to our various dues structures. Our staff at headquarters and in our ports around the country – as well as our

officials in all membership groups – have acted to reduce costs. Rank and file, officials and staff all understood our need to economize in order to sustain ourselves for the long term. This bodes well for the future, and I would like to thank every member who has contributed to this effort and to our staff who understand the need for change.

2020 is a political year. As always, MM&P will be supporting elected officials who take action to invigorate the U.S. flag merchant marine and safeguard the rights of labor. Our union is strong, independent and committed to serve our membership. We will steer a steady course, in 2020 and for many years to follow.

Sincerely & fraternally,

Don Marcus
MM&P President

MARITIME JOBS AT RISK

They attack us. They attack our programs. They attack our supporters. One thing we can say about our opponents: They never give up. Now, these so-called “free trade” groups are **VOWING TO REPEAL THE JONES ACT BEFORE JUNE 2020**, its 100th anniversary.

Their allies in government are fighting the U.S.-flag cargo preference requirements that keep American ships sailing. They are blocking our efforts to give U.S.-flag ships and American crews their fair share of our country's oil and LNG exports.

MARITIME POLICY, AND MARITIME JOBS, DEPEND ON WHO WINS ON ELECTION DAY. It's a simple truth, and one that our enemies never forget.

What can YOU do to defend the U.S.-flag fleet and your job?

First: Vote. (But before you do, go to bridgedeck.org and click on “Who We Support” to see which candidates support the U.S.-flag merchant marine.)

Second: Contribute to the MM&P Political Contribution Fund. Your contribution will be used to elect and reelect candidates who support the U.S.-flag fleet—without regard to political party, philosophy or other extraneous factors.

Your contribution—large or small—helps provide the resources we need **TO ENSURE AMERICA'S MARINERS HAVE A SEAT AT THE TABLE** and can make their voice heard. **PLEASE. ACT. NOW.**

Your support helps the PCF protect your job.

Privatization "Not Feasible" for Most Alaska Ferry Routes

Alaska's Republican Governor has slashed funding for the state ferry system and says he wants to privatize it. But a new study funded by the Alaska Department of Transportation concludes that private companies would not want to take over the service because they could not make money on most of the existing routes.

The study, which was conducted by Northern Economics, analyzed 11 budget-cutting options, including privatization, carving up the system into local operations, selling or leasing the ferries and terminals and renegotiating labor contracts. It concluded that the only services that could be offered at break-even were those in Lynn Canal (between Juneau and Haines-Skagway) and Metlakatla-Ketchikan.

Gov. Mike Dunleavy's original proposal called for taking away three-quarters of the ferry system's budget.

The governor's proposed budget for the fiscal year that starts July 1, 2020, includes a small increase in funding, but it calls for the ideas in the report to be implemented as early as fiscal year 2021.

The authors of the study found that Alaska's stated goal of maintaining service while reducing funding to \$24 million (less than 20 percent of what it was before Dunleavy took office) would be impossible—even if fares were increased by 25 percent and spending for personnel were slashed.

"Reducing the AMHS operating subsidy to \$24 million will be extremely difficult if there is also a desire to provide minimum levels of service to existing AMHS communities," they wrote.



Hundreds rallied in front of the Alaska State Capitol last year to protest cuts to the ferry system. A new study finds that under current funding plans, it would be impossible for the state to maintain even minimum levels of service.

Even if the state were to give the ferries and terminals away to a private company, the researchers said, "No business owner would accept all AMHS assets with the intent to provide service as the system currently operates, since it would not be possible to do so and earn even a modest rate of return to account for the risk."

"The only buyer that might be willing to accept the assets would do so with the intent of reselling them for a profit (such as for scrap) rather than providing ferry service to AMHS communities," they concluded.

Administration May Deny Union Rights to Civil Service Mariners

President Trump has issued a memo that would exempt the Department of Defense from the law governing collective bargaining in the federal government. The president's action "could pave the way for his administration to outlaw collective bargaining by the Defense Department's 750,000-person civilian workforce," writes journalist Erich Wagner of Government Executive, which obtained a copy of the Jan. 29 memo.

Wagner reported that Government Executive has not received a White House response to a request for comment on the memo, called "Delegation of Certain Authority Under the Federal Service Labor-Management Relations Statute." The memo cites an alleged need for flexibility as

the basis for giving the Secretary of Defense the authority to exclude the Pentagon from the law that guarantees federal workers the right to unionize. "It is unclear how widely [Defense Secretary Mark] Esper would use this new authority," Wagner writes.

MM&P and other unions that represent Department of Defense employees have been quick to respond to news of the president's memo.

"The DoD employees that MM&P represents perform their duties admirably every day, and their right to be represented with regards to their working conditions has not diminished their ability or their willingness to do their work effectively," said MM&P Federal Employees Membership Group Representative Randi

Ciszewski. "The existing CIVMAR structure has fostered a partnership with DoD that has enhanced the vitality and viability of military sealift and of the U.S. Merchant Marine," she added. "It operates in the best interests of national security and should not be altered."

"MM&P CIVMARS greatly contribute to safe and efficient DoD mission accomplishment," said MM&P President Don Marcus. "They have answered the call of duty time and time again. The existing, time-tested system works."

"MM&P will aggressively oppose any management action that eliminates workers' rights to join together to collectively bargain for safe working conditions and decent wages."

Maersk Columbus Assists in Search and Rescue Off Coast of Spain

The crew of *Maersk Columbus* assisted in a search and rescue operation off the Spanish coast on the night of Nov. 30. Captain John C. Finney submitted the following report on behalf of the officers and crew.

“At about 2000 hours, *Maersk Columbus* received a radio call from the Almeria branch of Spain’s maritime safety agency asking if we could assist in a search for a small boat with unknown persons aboard.”

“All hands were mustered and the ship turned about to begin the search. Extra lookouts were posted and bridge wing search lights were manned. A SAR aircraft gave us a bearing from our position to the last suspected position of the small craft.”

“With the engine room now fully manned, the captain began slowing the ship as we came about onto the search course. Suddenly, small flashing lights were seen off the ship’s port bow. The craft turned out to be a small black rubber boat with 11 persons on board, including a small child and an infant. Those aboard had used their cellphones as lights to attract our attention. The ship was slowed and maneuvered into hailing distance.”

“The captain had the mate tell them that we would not leave them, that we would stay as long as it took for the patrol boat to arrive.”

“The chief mate, being fluent in Arabic, was sent down to main deck to establish communication and to get a count of persons on board. He determined that they were all Algerian and had ‘lost their way’ as they were attempting to cross the Mediterranean to get to Spain. The mate could see that they had food, water and fuel on board, and that the boat was not taking on water.”

“The Spanish maritime safety agency asked if we could launch our rescue boat and take the persons on board. Due to the rough conditions, the captain advised that launching the rescue boat would put more people at risk.”



The crew of *Maersk Columbus* has been commended for their role in rescuing 11 people attempting to cross the Mediterranean in a small boat. MM&P members on board were Captain John Finney, Chief Mate Marwan Elsamny, Second Mate Greg Danaher and Third Mate Cassandra Clark.

“The captain informed the safety agency that we would remain on station alongside until a Spanish patrol boat could arrive. *Maersk Columbus* kept search lights manned and on the small boat, and the chief mate stayed on deck to assure the passengers that help was on the way. The captain had the mate tell them that we would not leave them, that we would stay as long as it took for the patrol boat to arrive.”

“The captain maneuvered the ship to create a lee off the port side, and instructed the mate to tell the person in charge on the little boat to stay in the lee, and to stay right alongside the ship.”

“The Spanish patrol boat arrived on scene at about 2120 hours, and proceeded to take all persons from the small boat on board. At about 2145 hours, *Maersk Columbus* was released to continue on to its next port of call.”

In a letter, the Spanish Maritime Safety Agency expressed its “deepest appreciation for the assistance that *MV Maersk Columbus* provided,” adding, “The actions of master and crew are in keeping with the highest traditions of Maritime Search and Rescue.”

CIVMARS Aboard *USNS Salvor*, Navy Divers, Free Grounded Passenger Ship in Micronesia

Civil Service mariners and Navy divers assisted a passenger ship that had run aground in a storm off the coast of Chuuk, Micronesia.

USNS Salvor, one of only two rescue and salvage vessels in the Military Sealift Command fleet and the only ship of its kind in the Far East, was in Weno Harbor when distress calls went out from a charter vessel on Dec. 1. The *SS Thorfinn*, a live-aboard dive boat, had run aground on a reef in Chuuk Lagoon between the Fefan and Dublon islands.

Under authorization from Commander Task Force 73, *Salvor*, which was riding out the storm pier side, proceeded to render assistance.

When the MSC ship dropped anchor approximately two nautical miles from where the *Thorfinn* lay aground, winds were from the northwest at 35 knots and seas were in excess of six feet.

After *Salvor*'s Master Pete Lenardson made the decision to wait until the storm abated before proceeding further, the CIVMAR crew launched the RHIB with five Navy divers and a fleet salvage officer on board. They found the port-aft portion of *Thorfinn* dug in, with rudders and propeller in the sand and anchors in the water. There appeared to be no hull penetration or leaking fluids.

Our civilian mariners and Navy divers were ready to respond when needed and worked seamlessly together to safely and professionally execute the rescue.

After assessing the situation with the fleet salvage officer, the master diver and the rest of *Salvor*'s bridge team, Lenardson decided the MSC ship would remain at anchor through the night with a plan to reevaluate conditions in the morning. The next day, the weather had calmed enough to allow the salvage ship to navigate between the islands of Fefan and Dublon.

The Japanese military maintained bases in the archipelago during World War II, so the waters in the area teem with shipwrecks and downed aircraft; there are also coral reefs, several of which are uncharted.

Salvor's RHIB and workboat were dispatched to reassess and survey the grounded vessel. On board the RHIB were *Salvor*'s



Photo Credit: Military Sealift Command

USNS Salvor. Civil Service mariners aboard the vessel worked with Navy divers to free a passenger ship that had run aground in a storm.

First Officer Alexander Delevers with a chart, GPS and track lines developed by Navigator Patrick Fagan. Delevers used the workboat's fathometer to survey an identified channel for the salvage ship to reach the passenger vessel.

Using ship's charts and real-time fathometer depth readings on the small boats to safely clear a narrow path, *Salvor* was able to get within 900 feet of *Thorfinn*, close enough to use a tow line. Once the line was attached, and with a rising tide, the salvage ship and its CIVMAR crew needed only minimum power ahead to shift the passenger vessel loose.

At this point, the tow line was quickly transferred to the workboat, which was able to safely finish the tow while the bridge team aboard *Salvor*—including Third Officer Michael Breaux and ABs Vu Tran and Henry Nguyen—maneuvered back through the same path the salvage vessel had followed in.

With assistance from the CIVMARs aboard the workboat, the four-person crew of *SS Thorfinn* was able to re-anchor just outside Dublon Island.

"It was a great example of what we can accomplish when we work together as a team," said Captain Robert Williams, commodore of Military Sealift Command Far East.

"Our civilian mariners and Navy divers were ready to respond when needed and worked seamlessly together to safely and professionally execute the rescue."

The licensed deck officers aboard *USNS Salvor* are represented by the MM&P Federal Employees Membership Group.

Crew of *Maersk Kinloss* Saves Iranian Mariners Adrift in a Plastic Tank



MM&P officers aboard *Maersk Kinloss*. (Left to right) Second Mate Christine Hogan, Third Mate Ryan McAfee, Captain Chris Murray and Chief Mate Kimberleigh Navradszky.

The crew of *Maersk Kinloss*, aided by members of the on-board security team, rescued three men floating in a large plastic tank on Dec. 18. The three said they were Iranian fishermen who had been adrift for 19 days after their boat sank.

The MM&P licensed deck officers aboard *Maersk Kinloss* were Captain Chris Murray, Chief Mate Kimberleigh Navradszky, Second Mate Christine Hogan and Third Mate Ryan McAfee.

The captain, who estimated the size of the tank the men were floating in as approximately 400 gallons, described the rescue as follows.

"After sighting, we performed a Williamson turn to starboard and returned on a nearly reciprocal course. We overshot the tank on first pass as distance was hard to judge in the dark. We could hear them yelling and see they were waving an Iranian flag. They also had a flashlight, which was critical in being able to find them again."

"Four members of the Trident Security team on board the vessel "were very much part of the rescue," the chief mate said."

"We eventually were able to pick the tank up on radar at minimum range and very high gain. After missing the first pass, we stopped upwind of the tank and backed and filled with bow thruster at maximum and then overtook the drifting tank and were able to maneuver to within five meters."

"This rescue is an example of professional mariners rendering assistance to others in distress at sea, a responsibility and mission that we in the U.S. Navy share and take very seriously."

"The first two persons were able to exit the tank and climb up the pilot ladder, needing assistance from *Kinloss* crew to make it all the way. The third person fell out of the tank when it capsized due to lack of stability, clung to a lifebuoy and was then able to climb the accommodation ladder, which had been lowered into the water."

"The fishermen were installed in the Suez room which is exterior to the vessel accommodation. After hydration, food and clothing, they were secured in the Suez room until interviewed by Omani officials." The men were transferred to the Omani coast guard, and *Maersk Kinloss* proceeded for scheduled arrival at Salalah.

Four members of the Trident Security team on board the vessel "were very much part of the rescue," the chief mate said. "One of them was even knee deep in the water, hanging off the gangway, lifting the last fisherman aboard."

"Trident provides a very important element to our security and ultimately they become our shipmates too," she said. Members of the security team who participated in the rescue were Tony Hartman, Pete Margeson, Joe Schowalter and Dimitrios Tzampazidis.

The Navy released a statement that said in part: "This rescue is an example of professional mariners rendering assistance to others in distress at sea, a responsibility and mission that we in the U.S. Navy share and take very seriously."

Volunteering for Coast Guard Auxiliary Yields Array of Benefits, MM&P Master Says

Kevin Coulombe, who recently retired from a career sailing as master with MM&P, says volunteering for the US Coast Guard Auxiliary offers multiple benefits, including an excellent opportunity to remain active on the waterfront.

“I have been a member of the Coast Guard Auxiliary for about 10 years,” he says. “I originally joined as a way to contribute in my community. But I soon learned that membership served my continuous professional development at sea.”

“The Auxiliary—or ‘AUX,’ as we call it—afforded me an excellent informed perspective of the US Coast Guard that made me very comfortable working with the Coast Guard professionally,” he says.

Membership also provides “unparalleled training opportunities in leadership, small boat seamanship, personal protection equipment maintenance and management, boat patrol risk management, and team coordination training.”

“All training and equipment is provided free of charge,” he says, “and all the training is highly applicable to the professional mariner.” Annual membership dues are \$64.

“I highly recommend that Union sisters and brothers check out the US Coast Guard Auxiliary,” Coulombe says. For more information, go to: <https://www.cgaux.org/>.

Photo Credit: Tom Todd, USCGAUX



Captain Kevin Coulombe with Hal and Ginger McMillan in Edmonds, Wash., in November of last year. All three are volunteers with the Coast Guard Auxiliary. Coulombe says one benefit of volunteering is “an excellent informed perspective of the US Coast Guard” that has made him feel very comfortable working with the Coast Guard professionally.

Crew Change in Yokohama



The *APL Saipan* was at anchor in Yokohama, waiting on a berth, when this photo was taken. The captain and the third mate were switching out, so the MM&P contingent on board numbered six at the time: Captain Aaron Widerman, Captain Steven Palmer, Chief Mate David Roach, Second Mate Edward Hervias, Third Mate John Groth and Third Mate Wyatt Henry.

Greetings From *Alliance Fairfax*!



The master of the *Alliance Fairfax* shared photos of the MM&P licensed deck officers aboard the vessel on a recent voyage. (Left to right) Second Mate Seth Cobb, Third Mate Stanley Williams, Captain Larry Aasheim and Chief Mate Brian Mercurio.

Awards to Tim Nelson and Mike Surgalski at GLMA Anniversary Event

Faculty, students and alumni of the Great Lakes Maritime Academy who attended the school's 50th anniversary celebration in December honored two men who have been instrumental in GLMA's growth and development. They are Mike Surgalski, captain of the GLMA training ship *State of Michigan* and Tim Nelson, who recently retired as president of Northwestern Michigan College, of which GLMA is a division.

Both men were presented with the US Merchant Marine Medal for Outstanding Achievement by US Maritime Administrator Mark Buzby.

Surgalski is a 1979 GLMA grad who sailed on his license for 16 years. In 1995, he joined the staff as master of the training ship and deck instructor. He was recognized for incorporating the training ship into the academy's curriculum, bringing the curriculum into compliance with the STCW Code and for the outstanding performance of GLMA cadets on their Coast Guard license and pilotage exams.

Nelson became president of Northwestern Michigan College in 2001. The citation he received credits his foresight and vision for helping GLMA celebrate its milestone anniversary on the strongest footing in its history.



Maritime Administrator Mark Buzby presents the US Merchant Marine Medal for Outstanding Achievement to Mike Surgalski (left) and Tim Nelson for their many contributions to the success of the Great Lakes Maritime Academy.



MM&P at NOAA 2019 Marine Operations Leadership Summit

Representatives of Masters, Mates & Pilots joined union members who sail for NOAA and agency officials at the NOAA Marine Operations Leadership Summit in Portsmouth in December. (Left to right) Chief Mate Kelson Baird, MM&P Federal Employees Membership Group Representative Randi Ciszewski and FEMG Vice President Randall Rockwood. They met with senior NOAA leadership, NOAA Marine Operations personnel, commanding officers and executive officers. "We participated in numerous working group discussions and briefings addressing a myriad of employment and operational issues," Ciszewski said.

Three Mariners Bid Farewell to a Ship and to Life at Sea

“In the dark early hours of Boxing Day 2019, the *SS Matsonia* finished its final voyage from Hawaii, completing a sailing history begun in 1973,” writes Captain Kip Carlson, a San Francisco Bar Pilot.

Carlson was on his last pilot assignment before retirement. Aboard for the ship’s final arrival into San Francisco were two other professional mariners who were also on their retirement voyage and preparing to say goodbye to life at sea: Captain Mike Nolls of the MM&P Offshore Membership Group and Chief Engineer Steve Watson of the Marine Engineers’ Beneficial Association.

We wish all three of them the best as they set sail on the next chapter!



The *SS Matsonia* entered into service in 1973.



Captain Kip Carlson, Captain Mike Nolls and Chief Engineer Steve Watson. All three were on the verge of retiring when they crossed paths on the last voyage of the *SS Matsonia*.

AFL-CIO: “Average S&P 500 CEO-to-Worker Pay Ratio Now 287 to 1”

The dramatic imbalance between workers’ wages and the earnings of CEOs is a serious and growing problem: in 2018, the CEOs of S&P 500 companies received, on average, \$14.5 million in total annual compensation. The average production and nonsupervisory workers at the same companies earned, on average, just \$39,888. In other words, CEOs earned 287 times what workers at their companies did.

The AFL-CIO released the data as part of its annual report, Executive Paywatch.

The numbers show that the problem is growing.

In the past 10 years, annual CEO pay at S&P 500 companies increased by more than \$500,000. In the same period, the average production and nonsupervisory worker got an annual wage increase of just \$785.

Last year marked the first in which nearly all S&P 500 companies agreed to disclose the pay ratio between CEOs and median employees. “This important disclosure did not come easy,” the AFL-CIO says. “Major corporations and industry groups lobbied long and hard to hide this valuable information from shareholders and the general public.”

CEO-to-worker pay data is important for several reasons. A higher ratio could be a sign that companies operate under a “winner-take-all” philosophy in which executives reap the lion’s share of compensation, the AFL-CIO says. A lower ratio could indicate a company dedicated to creating high-wage jobs and investing in their employees to promote the organization’s long-term health. For more: <https://aflcio.org/paywatch>



Washington State Ferries Wins Federal Grant for Ferry Conversion

The Maritime Administration has awarded Washington State Ferries a \$1.5 million grant to help reduce the fleet's carbon footprint.

The grant was announced by the Department of Transportation last December as part of a total of \$7.5 million in awards to marine highway projects in nine different states. It goes to support the conversion of one of the ferries on the Seattle-Bainbridge run from diesel fuel to hybrid-electric propulsion.

The licensed deck officers who operate the ferries in the WSF fleet are members of the MM&P United Inland Group-Pacific Maritime Region.

The Jumbo Mark II ferries used on the Seattle-Bainbridge run include the *Tacoma*, the *Wenatchee* and the *Puyallup*. According to WSF, the three account for 26 percent of the fleet's total fuel consumption.

In a statement, WSF said that since the vessels are due for their 20-year propulsion system replacements, the conversions would be a relatively easy upgrade "with minimal impacts on service." Upgrading the three, WSF said, could also significantly extend their service life, improve engine reliability and save up to \$14 million a year in operating costs.

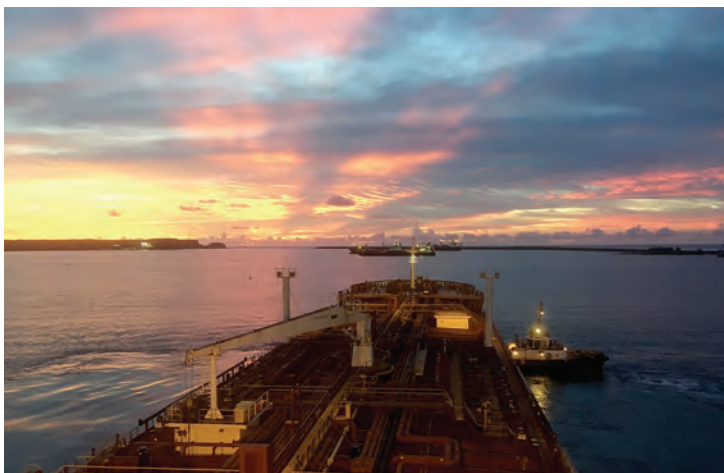
The America's Marine Highway Program supports the increased use of the nation's navigable waterways to relieve landside congestion, provide new and efficient transportation options and increase the productivity of the surface transportation system. The program works with public and private stakeholders to achieve these goals.

"The America's Marine Highway Program is dedicated to expanding the use of our inland waterways for freight movement," says Maritime Administrator Mark H. Buzby. "This round of grant funding will be used to continue that expansion and ensure that our waterways are used effectively."

It is believed that the *Puyallup* will be the beneficiary of the MARAD grant, and that funding obtained previously from the state will be directed later to conversion of the other two Jumbo Mark II ferries.



The *Wenatchee* is one of three Jumbo Mark II class ferries that are going to be converted to hybrid/electric over the next several years.



SLNC Goodwill at Sunset

Second Officer Gus Sawatzki took this photo of the *SLNC Goodwill* departing Guam in October 2019. The MM&P Communications Department is always looking for photos to include in The Master, Mate & Pilot, and to post on social media. Send your photos with complete caption information to: communications@bridgedeck.org.

Sandy Hook Pilot Boat Crews Get Underway



Thor Gunnarson loads up
“the healthy white meat.”



(Left to right) Dan Masse, Tom Smith and Michael Gove waiting for the rest of the crew at crew change. The union boat crews change watch every six hours.



Andrew Morley (foreground) and James Signorin prepare to depart for the station boat at dawn. The *Pilot Boat New York* is used as the winter boat and the *Pilot Boat New Jersey* is used during the summer months.

UIG-Great Lakes & Gulf Members Meet in Cleveland



Members of the MM&P UIG-Great Lakes & Gulf Membership Group met in Cleveland at the Sachsenheim Hall at the end of January with union officials. (Left to right) Great Lakes & Gulf Vice President Tom Bell, Paul Braun, Jim Whitlock, Lee Meeker III, Chris Gill (*white hat*), Bridget Nagle, Mike Flanagan (*red hat*), Wally Edington (*front row, grey hoodie*), Bill Slattery, Esther Galindo-Pajak, Shawn Pavlovich, MM&P President Don Marcus, Mike Cannon (*black hoodie/hat*), David Detlev (*back row*), Matt Phillips, Sam Miller, Tom Banar (*hat*), David Kostic and Brad Sheppard.

NEWS BRIEFS (CONTINUED)

Maritime Labor Alliance OPPOSES Waterfront Ballpark in Oakland

A travesty is occurring in the Port of Oakland. One of the greatest economic and industrial assets of Northern California is being put in jeopardy for the benefit of a baseball team owner and a handful of real estate developers. On behalf of several thousand workers and their families who directly or indirectly depend on the Port of Oakland for their livelihoods and the citizens of Oakland who deserve responsible government decision-making, the Maritime Labor Alliance vehemently opposes a proposed waterfront ballpark plan now under serious consideration in Oakland, California.

Over the last few decades there have been efforts nationwide to take waterfront property that has been used for commerce and industry and transform it into places of amusement, recreation and high-end housing. The most recent iteration of this phenomenon is the attempt to build a baseball stadium for the Oakland Athletics on the site of a deep-water container terminal at the Port of Oakland. This plan strikes at the heart of the port, its limited deep-water facilities, and the future of all workers whose livelihoods depend on a working waterfront.

Attempting to mirror the success of the waterfront ballpark of the San Francisco Giants, a stadium that was built on the west side of San Francisco Bay in an area no longer suitable for modern vessel cargo, rail or trucking operations, the billionaire owner of the Oakland A's, John Fisher, has stadium envy. Mr. Fisher, heir to the clothing company The Gap and chairman of KIPP, a network of charter schools that has fought against teachers' unions nationwide,



Hope with (right) Gabriel Prawl, president of ILWU Local 52 in Seattle, and Clarence Thomas, a retired third-generation longshoreman and a member of ILWU Local 10 in Oakland. ILWU Local 52 has fought against a plan to build a waterfront stadium in Seattle.

is attempting to effect a real estate transaction including the A's current home at the nearby Coliseum site which would result in a new baseball stadium and numerous condos and shops to be built along the working waterfront of Oakland at the Charles P. Howard Terminal.

Howard Terminal consists of two deep-water berths with container cranes and a roughly 55-acre container yard. It is located between a major rail line, an overweight truck and rail corridor, and the turning basin in the estuary where all the container ship traffic docking at the Inner Harbor has to turn. Since 2013, Howard Terminal has been used as a vital container staging facility for the Port of Oakland, the location of the ILWU training facility and a berth for layup vessels. The plan to build a 35,000 seat stadium at this location is ill conceived and an attack on the tens of



MM&P Pacific Coast Agent Jeremy Hope with actor Danny Glover, a San Francisco native and longtime activist who opposes the plan to build a stadium at the port.

This statement by the Maritime Labor Alliance (MLA) is based on a report by Jeremy Hope that is posted in its entirety on bridgedeck.org under Latest News. The members of the MLA are: the American Radio Association (ARA), the Inlandboatmen's Union of the Pacific (IBU), the International Longshore and Warehouse Union (ILWU), the Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates & Pilots (MM&P).



Welcome Aboard!

MM&P Atlantic Maritime Group Representative Mike Riordan welcomes Kirrills Samoilenko, the newest member of the Staten Island Ferry crew. Kirrills, who moved to the Staten Island Ferry from Buchanan Marine, hopes to join the below-deck crew as a marine oiler. He has already received his QMED.

Maritime Labor Alliance continued from page 12

thousands of workers at the port and the hundreds of thousands of workers in Northern California whose jobs depend on it.

A look at the site map shows the many grave concerns for the “shoe-horning” of a stadium/condo/shopping complex into the industrial heart of the city. Traffic congestion would slow down port operations and shippers are already looking for alternative sites from which to ship their goods. One concerned stakeholder summed it up, “They want to put a playground in the middle of an assembly line!”

If the stadium were to be built, the rest of the port would come under threat. The container cranes of Oakland have become a treasured symbol of the city. In a tone deaf statement, the President of the A’s said they plan on keeping the two container cranes at Howard Terminal as an homage to the port. More likely they would stand as tombstones for the port. Residents settling into their new million-dollar condos at Howard Terminal—with great views of the port and San Francisco beyond—would quickly realize that the bright lights and noise associated with nearby container operations are not as alluring as they had imagined. The port would face political pressure to limit hours and, with a domino effect, to shut down and sell the land to real estate developers for more condos.

Instead of sticking to baseball, the A’s management has played on the fears of a city, which recently lost its basketball team and will soon lose its football team, with not so subtle hints that the team would leave if they don’t get Howard Terminal. Testimonials

before the City Council regarding the A’s proposed stadium do not highlight the benefits of a waterfront stadium but show the symptoms of extortion victims: *Give them what they want, we must not lose our last team.*

Similar attacks on the existence of the working waterfront have occurred and are ongoing in Seattle and Portland. In Seattle, the City Council fought back against the greed of developers and voted against an effort to clear the way for a waterfront basketball arena. Portland continues to court Major League Baseball with promises of a waterfront baseball stadium.

The Maritime Labor Alliance stands with the citizens of East and West Oakland. These majority African American communities have been gravely harmed by gentrification and decades of enforcement of eminent domain laws. By leaving East Oakland, the existing site of the Oakland Coliseum and the perfect site for a new stadium, the A’s would be divesting from a community to which they give lip service with their slogan, “Rooted in Oakland.” Similarly, with the construction of Candlestick Park in San Francisco in 1960, communities were leveled with the promise of jobs for local residents that never materialized. The community remains scarred while the baseball team has moved on.

The Maritime Labor Alliance stands in solidarity to preserve our working waterfronts around the nation for generations to come. Good government and common sense cannot allow real estate developers to strike a death blow to the economic engines of our country in exchange for penthouses and playgrounds.

February 10, 2020

2020 CONSTITUTIONAL CONVENTION CALL

June 29, 2020

Linthicum Heights, MD

In accordance with Article IV, Sections 8. and 2., respectively, of the International Constitution, you are hereby notified that a CONSTITUTIONAL CONVENTION of the MM&P will be convened at 9:00 am on Monday, June 29, 2020. The Constitutional Convention will be held at the Maritime Institute of Technology and Graduate Studies, 692 Maritime Boulevard, Linthicum Heights, MD 21090.

In accordance with Article IV, Section 8., Subsection c), the Constitutional Convention will be limited to Constitutional matters. You are also hereby notified that in accordance with Article IV, Section 6., Subsection c), all proposed resolutions for the Constitutional Convention must be forwarded to the International Secretary-Treasurer at least thirty (30) days prior to the opening day of the Convention for inclusion on the agenda and determination by the Convention.

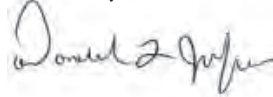
Procedures for Submitting Constitutional Resolutions

All Constitutional Resolutions submitted for consideration by the Convention must include the following to be accepted for submission:

1. The page number of the proposed change/addition;
2. The heading of the section of the Constitution being changed;
3. The paragraph (ex: 2. (a) (iii) etc.) to be changed;
4. The wording of the change/addition;
5. The purpose of the change/addition;
6. The name(s) of the submitter(s).

With best wishes, I remain,

Fraternally,



Donald F. Josberger
International Secretary-Treasurer

February 10, 2020

88th MM&P CONVENTION CALL

June 30th – July 2nd, 2020

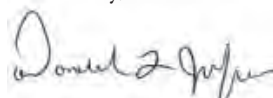
Linthicum Heights, MD

In accordance with Article IV, Section 2, of the International Constitution, you are hereby notified that the 88th MM&P CONVENTION will be convened at 9:00 am on Tuesday, June 30, 2020. The Convention will be held at the Maritime Institute of Technology and Graduate Studies, 692 Maritime Boulevard, Linthicum Heights, MD 21090.

You are also hereby notified that in accordance with Article IV, Section 6, Subsection c), all proposed resolutions for the Convention must be forwarded to the International Secretary-Treasurer at least thirty (30) days prior to the opening day of the Convention for inclusion on the agenda and determination by the Convention.

With best wishes, I remain,

Fraternally,



Donald F. Josberger
International Secretary-Treasurer

Shutdown Threats... Partisan Warfare... Legislative Chaos



C. James Patti

The men and women of the U.S.-flag merchant marine are used to navigating dangerous waters. They are used to putting their lives on the line for our country and they have never hesitated to respond when our security is at risk. This has been true since the founding of our nation and it continues to be the case today.

“To the spread of our trade in peace and the defense of our flag in war, a great and prosperous

merchant marine is indispensable,” President Theodore Roosevelt said in his last annual message to Congress. “We should have ships of our own and seamen of our own to convey our goods to neutral markets, and in case of need, to reinforce our battle line.”

As history has repeatedly proven, we must have our own merchant marine to enhance and protect the economic, homeland and military security of the United States.

Two things are abundantly clear as we head into the second session of the 116th Congress. First, it will be a politically charged year as both political parties gear up for the 2020 elections: every decision and every action will be based on what each party believes will help them at the polls. Second, the programs and policies important to the survival and growth of the U.S.-flag merchant marine and to the jobs of MM&P members will be affected by what Congress does over the course of the year and by the outcome of the elections.

We ended 2019 having made extremely significant progress on many of our most important issues. Thanks in large measure to the ability of the MM&P Political Contribution Fund to participate in the 2018 Congressional elections, we were able to help elect a number of individuals to Congress who support us and our programs and who share our commitment to preserving American maritime jobs and strengthening the U.S.-flag fleet. Here are a few highlights.

Fiscal Year 2020 MSP Funding

Reflecting strong bipartisan and maritime industry support, the Fiscal Year 2020 omnibus funding bill passed by the House of Representatives and the Senate and signed by the president contains the full \$300 million for MSP and provides this amount through the remainder of the fiscal year to Sept. 30, 2020. This means that each vessel is eligible to receive \$5 million as authorized.

Export-Import Bank

Over the strenuous objections of various far-right “free-trade” organizations, the same funding measure reauthorizes the Export-

Import Bank for a seven-year period. Our industry worked hard in support of the reauthorization: At least 50 percent of the cargoes exported with Export-Import Bank financing must be transported on U.S.-flag vessels to the degree such vessels are available at fair and reasonable rates.

Food-for-Peace/McGovern-Dole

The Fiscal Year 2020 funding bill also includes \$1.725 billion for the PL 480 Food-for-Peace Program and an additional \$220 million for the McGovern-Dole Program. Again, a number of outside interest groups, on both the far left and the far right, have urged Congress to end or revise the PL 480 Program or to at least eliminate its U.S.-flag shipping requirement.

Our industry and our congressional supporters successfully worked to keep the program and cargo preference in place. Consequently, at least 50 percent of the cargoes exported pursuant to these food aid programs must continue to be transported on U.S.-flag vessels to the degree such vessels are available at fair and reasonable rates.

Extension and Enhancement of MSP

One of our top legislative priorities was to extend and enhance the Maritime Security Program, and we achieved this objective. The Fiscal Year 2020 defense authorizations legislation, signed into law in December 2019, extends the authorization for the MSP for an additional 10-year period, through Fiscal Year 2035. It also adjusts the authorized stipend under MSP in Fiscal Years 2022–25, raising the amount each MSP vessel is eligible to receive to \$5.3 million. Without this legislation, the stipend would have been set at no more than \$3.7 million per vessel in each of these four fiscal years.

Finally, the new law further increases the authorized per-vessel stipend according to the following schedule: \$5.8 million in each of Fiscal Years 2026–28; \$6.3 million in each of Fiscal Years 2029–31; and \$6.8 million in each of Fiscal Years 2032–35.

Promotion of a U.S.-Flag Tanker Fleet

The defense authorizations legislation also contains language that paves the way for the development and growth of a U.S.-flag tanker fleet. The language requires the Secretary of Defense and the Secretary of Transportation to submit to Congress a report on the country's capability to maintain adequate U.S.-flag fuel tanker capacity to support the full range of anticipated military operations from 2020 through 2030. The report is to include an assessment of the risk to military objectives that would stem from reliance on foreign-flag tankers and an assessment of options to address these gaps, including the establishment of a program for U.S.-flag tankers modeled on the Maritime Security Program.



In addition, the following extremely important and positive pieces of legislation that were introduced in 2019 will carry over to the second session of the 116th Congress:

Cargo Preference Audit

Thanks to the efforts of Rep. Peter DeFazio (D-Ore.) and Rep. Sean Patrick Maloney (D-N.Y.), language is included in the pending Coast Guard authorizations legislation that would require the Comptroller General to perform an independent audit of the enforcement of cargo preference shipping requirements by all federal agencies and departments. The audit must include a description of the agencies required to comply with cargo preference requirements and an analysis of their compliance with such requirements. This information will provide a clearer understanding of the degree to which federal agencies may be bypassing U.S.-flag vessels in favor of foreign-flag vessels to move U.S.-government cargoes.

U.S.-Flag Transportation of LNG and Oil Exports

This legislation, introduced by Rep. John Garamendi (D-Calif.) and Sen. Roger Wicker (R-Miss.), would phase-in the amount of LNG and crude oil exports that must be carried on U.S.-flag and U.S.-built ships. The House bill, HR 3829, already has a bipartisan group of 32 cosponsors.

Short Sea Shipping

Legislation to repeal the unfair double taxation of waterborne transportation under the Harbor Maintenance Tax has been introduced by Rep. Brian Higgins (D-N.Y.) and Rep. Mike Kelly (R-Pa.). The bill, HR 5351, is a critical first step in the effort to develop a U.S.-flag short sea shipping industry to carry cargo along our coasts.

Reaffirmation of Support for the PL 480 Program

In a demonstration of support for the PL 480 Food-for-Peace Program and its requirement that the United States provide food aid in the form of commodities produced in our country rather than cash, and that a portion of these commodities be carried on U.S.-flag vessels, Rep. Jim Costa (D-Calif.) and a bipartisan group of 15 cosponsors have introduced H Res 742, a resolution that recognizes the continued success of this program.

Looking to the Future

The programs and policies that support the American merchant marine clearly depend on the actions of Congress and the Administration. This means that we must: ignore the chaos and partisan warfare in Washington and intensify our efforts in our nation's capital to support the U.S.-flag fleet, expand our activities at

the grassroots level and increase the resources in the MM&P Political Contribution Fund.

Regardless of an individual's position on the issues that dominate the headlines and provide non-stop ammunition for political pundits on the left and the right, we must never lose sight of the fact that our union, our industry and our country cannot afford to have people elected to office who have not demonstrated strong support for the U.S.-flag merchant marine.

Before we cast a ballot, it is imperative that we know whether candidates are committed to ensuring that America's mariners retain their jobs. Do they have a record of support for the programs that are important to our industry? Or do they share the philosophy of those who want Congress to repeal the Jones Act, end cargo preference shipping requirements and stop funding the Maritime Security Program?

Whether you have been a consistent supporter of the MM&P PCF or have never made a contribution, the time to act is now. We need resources to support individuals who—regardless of political party—share our commitment to strengthening the U.S.-flag merchant marine.

Many of our longtime friends and supporters in Congress are facing extremely difficult reelection campaigns against opponents who are well-funded by outside organizations with the ability to make unlimited expenditures on their behalf. An overwhelming majority of these outside groups take positions contrary to the interests of our industry.

They have been involved in campaigns to repeal the Jones Act and U.S.-flag cargo preference requirements, and to stop funding the Maritime Security Program. Despite their rhetoric in support of American jobs, they are at their core anti-labor. They promote “free trade” as a rationale for eliminating the programs and policies that support the operation of U.S.-flag ships.

We cannot stand on the sidelines and make it easy for them to elect people who want to destroy our industry and outsource American maritime jobs.

It is imperative that each and every MM&P member, pensioner and employee stand up and be counted by contributing to the MM&P PCF. We must do everything we can to help our friends and supporters keep their jobs as they fight to help us keep ours!

The very existence of the U.S.-flag merchant marine and the American jobs it generates are dependent on the actions taken and the decisions made in Washington, D.C.

Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Schedule of Board of Trustees Meetings

The first Board of Trustees meeting for 2020 is scheduled to take place on Feb. 4-6, 2020. In the next edition of The Master, Mate & Pilot, I will summarize some of the actions taken by the Trustees at their meeting.

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:

- report any accidents aboard ship to the Plan Office;
- once you retire and are eligible for Medicare, you must take Medicare Part A and Part B;
- you must submit a copy of your Medicare card to the Plan Office;
- dependent children over the age of 19 must have their Adult Dependent Form on file with the Plan Office to be covered under the Health & Benefit Plan.

Medicare Part D Update

Since 2006, the Health & Benefit Plan has applied for and received a subsidy for a percentage of the prescription drug costs incurred by Medicare-eligible Offshore pensioners and dependents.

Each year, the Plan must file an application for the subsidy with the Center for Medicare Services (CMS). The subsidy is equal to approximately 28 percent of the cost of the prescription drug benefit. For calendar year 2020, the Plan's application to receive the subsidy has been approved. For 2019, the Plan has received approximately \$806,200 in subsidies, which helps defray the costs of providing this benefit to our retirees.

The MM&P Plan's prescription drug program has been and continues to be comparable to the coverage offered by the Medicare

Part D Program. In September 2019, we sent members the required annual notice that explains that the Plan's prescription coverage is "creditable" for 2020. For 2020, all participants have such creditable coverage.

Summary of Benefits and Coverage Form

As required by law, the Plan has updated the Summary of Benefits and Coverage form for the Plan year 2020. The Plan mailed these forms to participants along with the notice informing the participants of the annual open enrollment. If you would like to review PDF copies of these forms, they have been posted on the MM&P website. From the home page, bridgedeck.org, please click on the "MM&P Plans" button, and then on the button that reads "H&B Forms." The Summary of Benefits and Coverage form is listed after the Summary Plan Descriptions.

Vision Care Benefit

Effective Jan. 1, 2020, a new two-year optical benefit cycle will start for all Plan participants and their covered dependents. This benefit covers eye exams, glasses and contact lenses. As you may know, the Plan has a discount program with VSP; if you go to a provider who is in the network, you may receive a percentage off your bill. The Plan also has an agreement with EyeMed; if you stay within the contract guidelines, EyeMed will not ask you for payment but will bill the Plan directly.

We received the following information from EyeMed about its network.

"We would like to inform you about upcoming changes to our network. At EyeMed, we're committed to providing your employees with a network they love, combining independent and retail locations, value and premium solutions as well as brick and mortar and online. As the world changes, new brands and solutions emerge while others fade away, and we need to adapt to deliver against this commitment and the high quality of service your employees have come to expect.

Over the last four years, we introduced new online solutions such as ContactsDirect.com and Glasses.com and added over 1,000 new locations from up-and-coming banners like America's Best and

Masters, Mates & Pilots Plans

EyeMart Express as well as our stalwarts like LensCrafters, Pearle Vision and Target Optical. It is now time to remove certain brands from our network to round out our network update.

As of February 2020, Sears Optical, JC Penney Optical and Stanton Optical will no longer be part of our network. These brands represent 2 percent or less of the available EyeMed locations nationally. In looking at your specific client data, these providers saw less than 2.7 percent of your claims in the last 12 months. We are able to confirm that we have other participating providers within 3-5 miles of each location leaving our networks. We will be mailing letters to all your employees who have visited one of these locations in the last four years to let them know about the change and communicate the closest alternate in-network providers. After this transition, your employees will still have access to a broad, balanced and refreshed network of more than 28,000 locations across the U.S.—the industry's largest network—delivering the quality of care they are looking for.

We look forward to continuing to provide exceptional choice and service to you and your employees in 2020.”

Earnings Limitation Form Needed for Pensioners and/or Dependents Under the Age of 65

Sandra Pirtle

Pension Plan – Adjustable Pension Plan

Annual Verification of Pensioner Benefits

To safeguard pension benefits for all participants and their qualified spouses, as they have over the past few years, the Trustees require all pensioners to verify on an annual basis that they have received their pension benefits for the previous year. The annual verification of pensioner benefits form must be notarized and returned to the Plan Office. If the pensioner resides in a city with an MM&P Port Office, the MM&P Port Official can sign the form instead of a notary. It is our understanding that you may also be able to have this form notarized at your bank/financial institution for little or no cost to you.

Please be advised that the Plan needs to receive this form, properly completed, by the time you are scheduled to receive your **May** pension benefit payment. We will have to withhold that benefit payment, and all future payments, until the properly completed form is received. If you have any questions, please contact a Plan Office Benefit Advisor at 410-850-8625 or 410-850-8636.

Pension Plan

Pension Plan Missing Participants

The Plan has been trying to get in touch with the following participants in 2019, and they have not responded to the Plan.

Annual Pension Confirmation Forms Needed

Ellis Barrett
Jackson Miller II
Antoine Tedmore





Hospitality Industry Awards to Maritime Conference Center

The Maritime Conference Center and MCC staffers Jill Porter and Brian Senft have received several awards from national and regional hospitality groups.

The conference center was named Best Venue for Conferences by Unique Venues in its 2019 “Best of” awards competition. MCC was also named runner up in the Best Mid-Market Venue category.

Porter also recently won an award for her work with the BWI Arundel Mills Hospitality Alliance (BAMHA), which named her Volunteer of the Year. BAMHA works with local marketing and state tourism organizations to build the region’s tourism brand.

“The organization was on the brink of disbanding in 2014 when Brian stepped in to take it over,” Porter says. The two worked as co-presidents for over four years to revitalize the organization. Senft is now also a board member for the Maryland Tourism Coalition.

Photo Credit: KRR Photography Limited



MCC Director of Sales and Marketing Jill Porter with the award she accepted on behalf of the Maritime Conference Center, which was named Best Venue for Conferences for 2019.



MCC Sales Director Brian Senft with Christine McNichols of Visit Annapolis & Anne Arundel County. Senft has been recognized for playing a leading role in the effort to strengthen the regional hospitality industry.

MM&P Members in Advanced Shiphandling and Basic Watchkeeping



MM&P members at MITAGS for the Advanced Shiphandling class. (Left to right) William Smith (Weeks Marine), Keene Weekley (Key Lakes) and Offshore member Reece Reed.

(Left to right) Jim Willis and Justin “Duke” Gaskell, both employed by Weeks Marine, in the Basic Watchkeeping class at MITAGS.



MM&P Members Put Med-Pic Training to Good Use

MM&P members on a recent voyage provided first aid using skills they had acquired in the MITAGS Med-Pic course.

In the first case, Keith Finnerty, Nick Marcantonio and Chuck Hendricks worked together on the hand of a fellow crewmember who had suffered a severe cut. Marcantonio prepped and locally anesthetized the patient, after which he, Finnerty and Hendricks participated in the suturing. In the second case, Finnerty helped a longshoreman in a foreign port who had sustained multiple cuts and

contusions to his foot. Erik Stark provided supplies to treat the second patient, and took all the photos.

“A special thanks to Jim Clements for all his great training (and for putting up with me all these years,” Finnerty said.



Keith Finnerty bandaging the foot of a longshoreman who had suffered an on-the-job injury.



An injured hand, neatly sutured by three MM&P members who came to the aid of a fellow crewmember on a recent voyage.

Doubt Signal Jerry Hasselbach

Readers who are familiar with the Navigation Skills Assessment Program (NSAP®) know that it is an assessment program in which the navigation skills of a mariner are assessed in a simulated environment. I have had the ability over the last seven years to witness and assess over 1000 sessions and have learned much more than I believed that I could.

I would like to share with readers one of the most frequently misunderstood situations covered under the ColRegs. This is with the hope that it will be better understood by all mariners and be taught in maritime schools around the world.

It is the simple situation of having another vessel crossing from one's port side. One's status and resultant duties under the ColRegs change several times as one's mental state changes.

Allow me to explain:
At a far enough distance and time, we would understand to be not at risk of collision. At that point, there is no obligation of our vessel to maneuver, or not maneuver, because the ColRegs have not come into effect. We are free to maneuver (or not) in any way, except to put ourselves into risk of collision.

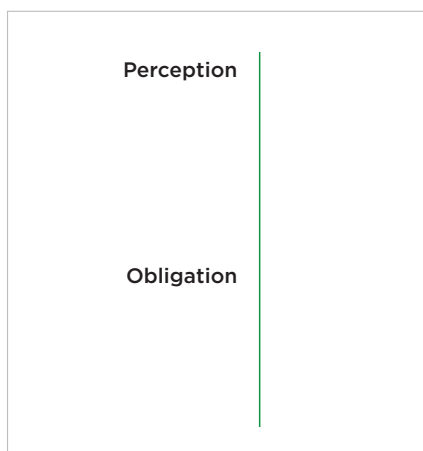


Figure 1.

This status continues until there is a perceived risk of collision when the ColRegs activate and at that point we become the Stand On Vessel. At this point, our obligation becomes to maintain course and speed. Many participants, when asked for how long they must maintain course and speed, say that it is until the action by the other vessel is not considered enough to avoid collision or until extremis. It is clear that the participants are missing a very important step.

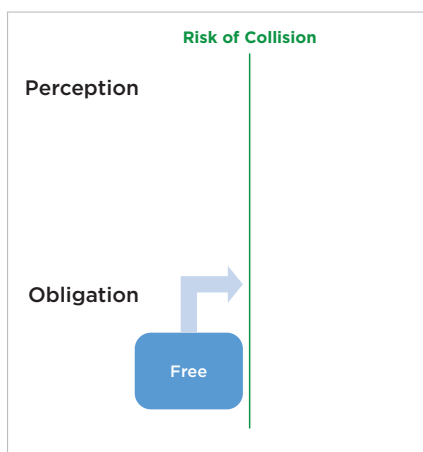


Figure 2.

We must maintain course and speed per the ColRegs until our perception changes again. This time it is with the arrival of Doubt. When we are in doubt about the intentions of the other vessel, under the ColRegs, we *may* maneuver to avoid a collision. The conundrum is that if you are in Doubt, you *must* sound the signal

as prescribed in Rule 34(d), which requires the mariner to sound a signal of five or more short blasts of the whistle in rapid succession.

This signal, by its design, is made to be able to penetrate other noises, such as: the wind through sails, motor noises, fishing winches or the running of refrigerated containers. For many years, the U.S. Inland Navigation Rules referred to this signal as the "Danger Signal." This is problematic. Many mariners were waiting until they were in danger before sounding the signal and thus before taking action for a give-way vessel that was not giving way. The ColRegs are clear that it is a signal to be sounded when in doubt, and not to wait until you are in danger. As of 2014, all reference in the U.S. Inland Rules to a Danger Signal was removed and slowly that information is reaching the mariners. There is no reference to a Danger Signal in the International Rules. Calling it a Doubt Signal sets a better stage for understanding how that signal must be applied.

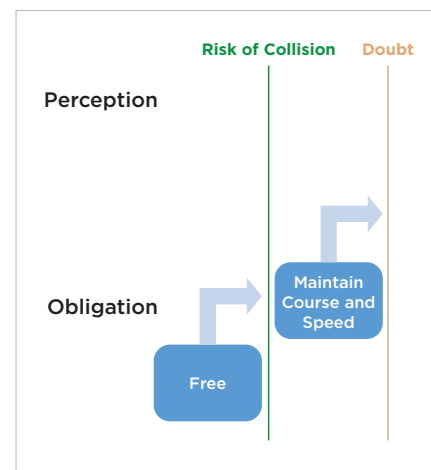


Figure 3.



Jerry Hasselbach, lead assessor in the NSAP program, interacts with a group of participants.

Consider it a “Door of Doubt” that you must go through to get to the next required step, where you may maneuver to avoid a collision. Think of that door having a doorbell called the Doubt Signal that must be activated before opening that door and moving on.

Figure 4 shows how your status changes when you are in doubt. You are no longer required under ColRegs to maintain course and speed; however, you may now maneuver to avoid a collision.

This status continues until the next perception.

That is when you perceive that the action by one vessel alone may be insufficient to avoid a collision and that both vessels must act and maneuver to avoid a collision.

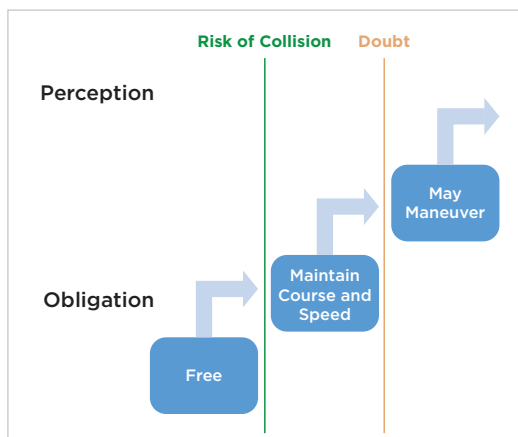


Figure 4.

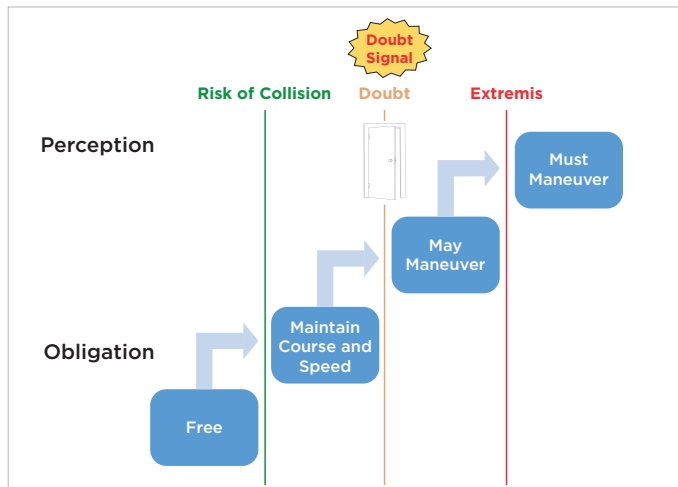


Figure 5.

I have been asked to be an expert witness in several court cases involving collisions. I have observed in reading the testimony that there is also a missed perception as to the changed obligation when you become *in doubt* that the other vessel is taking action.

Some of the responses have been along the thought pattern of “he was showing me green,” or “I have right of way” or “I must keep going.”

In order for the entire pattern to work, doubt must be recognized when there is still time for any maneuver **you** make to be in time to avoid a collision. The emphasis is on the **you**.

I have seen many situations where a large vessel will allow a much smaller, more maneuverable vessel to approach its port bow and when it is a few hundred feet away, sound the five or more short blasts. This is probably the extreme example of difference in maneuverability. My question is, what happens if whoever is operating the small boat is incapacitated? Or the boat itself is incapacitated? At that point, any maneuvering of the larger vessel can only result in changing the spot on your hull where the other vessel hits you.

You must train yourself to be in doubt about the other vessel when there is still sufficient distance for you to maneuver by turning to starboard, stopping or a combination of the two, to avoid a collision even if the other vessel does nothing. Bear in mind that in this situation, turning to Port is seriously frowned on because if the other maneuverable vessel suddenly wakes up and sees the situation, they are required to turn to their Starboard. This puts you in further jeopardy in a court case as being the vessel that must give way, now being on the other vessel’s port side.

Another misunderstanding that we have seen frequently is the misunderstanding of the signal itself. We have heard five long blasts, a continuous sounding of the whistle, and other combinations of the two.

As stated above, the signal was devised to be heard through other noises and attract the attention of not only the vessel not giving way but other vessels around you who might be relying on your maintaining course and speed.

We have also seen the use of the Doubt Signal as a “bully” signal used to attempt to scare a stand on vessel into giving way. That is nothing more than attempting to make a passing arrangement that is not in accordance with ColRegs, which is a bad decision and may result in another decision against you in court.

Jerry Hasselbach is a 1969 graduate of SUNY Maritime. He retired from APL in 2000 after a 20-year career as master of cargo vessels. He is head of the MITAGS Simulation Department and has been lead assessor of the Navigation Skills Assessment Program since 2015. He has been an expert witness in several high-profile court cases including the Cosco Busan’s collision with the Oakland Bay Bridge and the USS Fitzgerald’s collision with the ACX Crystal. The ideas for this article were developed during NSAP in conjunction with Farwell’s Rules of the Nautical Road 8th Edition by Craig H. Allen, and discussions with captains Bren Wade and Joe Soderberg of Crowley Maritime, Bill Skahan, James Staples and Allen Birch at MITAGS. This article was edited by Rebecca Evans, MITAGS.



Notice of Nomination and Election

2020 Election for Officers, Membership Group Elected Representatives and Convention Delegates of the International Organization of Masters, Mates & Pilots

Dear Brothers and Sisters:

In accordance with Article V, Section I. of the International Constitution approved by referendum on December 8th, 2016, you are hereby advised that an election for Officers, elected Representatives of our various Membership Groups, and Convention Delegates for all Membership Groups is required. The election shall commence no later than the fiftieth (50th) day following the closing date of nominations which will be held at the International Convention and which is scheduled to commence at 0900 hours June 29th, 2020, at MM&P's Maritime Institute of Technology and Graduate Studies, 692 Maritime Blvd., Linthicum Heights, Maryland, 21090. It is currently estimated that the Convention will be concluded by 1700 hours July 2nd, 2020. The nomination procedure follows:

Nominations by Petition

Nominating petitions for International President and International Secretary-Treasurer must be signed by not less than fifty (50) Members in Good Standing.

Nominating petitions for:

- Offshore Vice President - Atlantic Ports;
- Offshore Vice President - Gulf Ports & Government Affairs;
- Offshore Vice President - Pacific Ports;
- Vice President – Federal Employees Membership Group;
- Vice President – Pilotage;
- Vice President – Atlantic Maritime Membership Group;
- Vice President - United Inland Membership Group – Pacific Maritime Region; and
- Vice President - United Inland Membership Group – Great Lakes & Gulf Maritime Region

must be signed by five (5) Members in Good Standing of the applicable Membership Group.

Nominating petitions for:

- Convention Delegates – Offshore Membership Group;
- Convention Delegates – Federal Employees Membership Group;
- Regional Representatives - Pilot Membership Group;
- Convention Delegates – Atlantic Maritime Group;
- Convention Delegates - United Inland Membership Group – Pacific Maritime Region; and

- Convention Delegates - United Inland Membership Group – Great Lakes & Gulf Maritime Region

and, if applicable, Alternate Convention Delegates must be signed by three (3) Members in Good Standing of the applicable Membership Group.

Nominating petitions shall be in writing and delivered to the International Secretary-Treasurer at MM&P Headquarters, 700 Maritime Boulevard, Suite B, Linthicum Heights, Maryland, 21090-1953. Signed documents scanned and attached to emails, faxes, telegrams, or overnight deliveries shall be considered communications in writing. All such petitions must be received prior to the time the Chairman of the Convention declares Nominations closed.

Nominations in Convention

Nominations for all elective offices including Convention Delegates and, if applicable, Alternate Delegates, may also be made at the Convention. All such nominations must be made prior to the time that the Chairman of the Convention declares the nominations closed.

Nominations by petition may also be submitted to the International Secretary-Treasurer at the Convention. Nominating petitions delivered to the International Secretary-Treasurer at the Convention must be delivered to him prior to the time the Chairman of the Convention declares nominations closed.

Nominations and Election Procedures

For the data to be included in a nominating petition, and for the procedures to be followed with respect to nominations at the Convention and for other data relevant to nominations and elections, please refer to the election procedures set forth in the International Constitution, Article V, Election Procedures for International Officers, General Executive Board and Convention Delegates.

The elective offices which will be voted on are set forth on the following pages.

**Sincerely and Fraternally
International Headquarters**

For ease of identification and verification of good-standing status, all Nominating Petitions should bear:

- 1. Member's Full Name***
- 2. Last 4 Digits of Social Security Number or Member ID***
- 3. Signature***

Offices to be Elected by Membership Groups

OFFSHORE MEMBERSHIP GROUP

- International President[†] *
- International Secretary-Treasurer[†] *
- Vice President -Atlantic Ports[†] *
- Vice President - Gulf Ports & Government Affairs[†] *
- Vice President - Pacific Ports[†] *

There shall be elected:

- Convention Delegates (21)

(Note: Those persons, elected as Offshore Vice Presidents will by virtue of his/her office be three (3) of the twenty-one (21) Offshore Convention Delegates.)

- Alternate Convention Delegates

FEDERAL EMPLOYEES MEMBERSHIP GROUP

- International President[†] *
- International Secretary-Treasurer[†] *
- Vice President – Federal Employees Membership Group[†] *

There shall be elected:

- Convention Delegates (5)

(Note: The person elected as Vice President-Federal Employees Membership Group will, by virtue of his/her office, be one (1) of the five (5) Federal Employees Membership Group Convention Delegates.)

PILOT MEMBERSHIP GROUP

- International President[†] *
- International Secretary-Treasurer[†] *
- Vice President - Pilotage[†] *

Acting under the MM&P Constitution, Article VI, Section 5(b), the Vice President-Pilotage, with the approval of the General Executive Board, designated the following positions for election:

- East Coast Regional Representative *
- Gulf Coast Regional Representative *
- West Coast Regional Representative *
- At Large - Convention Delegate
- East Coast Alternate Convention Delegate
- Gulf Coast Alternate Convention Delegate
- West Coast Alternate Convention Delegate

There shall be elected:

- Convention Delegates (11)

(Note: The person elected as Vice President- Pilotage, and

each of the Pilotage Regional Representatives, will by virtue of his/her office be one of the eleven (11) Pilot Convention Delegates.)

ATLANTIC MARITIME MEMBERSHIP GROUP

- International President[†] *
- International Secretary-Treasurer[†] *
- Vice President – Atlantic Maritime Membership Group[†] *
- Representative (2)

There shall be elected:

- Convention Delegates (11)

(Note: Those persons elected as Vice President & Representatives – Atlantic Maritime Group will, by virtue of his/her office, be three (3) of the eleven (11) Atlantic Maritime Group Convention Delegates.)

UNITED INLAND MEMBERSHIP GROUP

PACIFIC MARITIME REGION

- International President[†] *
- International Secretary-Treasurer[†] *
- Vice President - United Inland Membership Group, Pacific Maritime Region[†] *

There shall be elected:

- Convention Delegates (11)

(Note: The person elected as Vice President-United Inland Membership Group – Pacific Maritime Region will, by virtue of his/her office, be one (1) of the eleven (11) United Inland Membership Group-Pacific Maritime Region Convention Delegates.)

GREAT LAKES & GULF MARITIME REGION

- International President[†] *
- International Secretary-Treasurer[†] *
- Vice President - United Inland Membership Group – Great Lakes & Gulf Maritime Region[†] *

There shall be elected:

- Convention Delegates (3)

(Note: The person elected as Vice President-United Inland Membership Group – Great Lakes & Gulf Maritime Region will, by virtue of his/her office, be one of the three (3) United Inland Membership Group-Great Lakes & Gulf Maritime Region Convention Delegates.)

Acting under the MM&P Constitution, The General Executive Board designated no other elective position.

KEY TO NOTATIONS:

[†] Member of the General Executive Board.

* Also Convention Delegate by virtue of Office.

Additional Information

Please note that future editions of *The Master, Mate & Pilot*, the MM&P website at www.bridgedeck.org, and *The Wheelhouse Weekly*, will provide election details. Members are encouraged to review the International Constitution as adopted in 2016 for nomination and election procedures, eligibility, etc.

Election Period Rules and Conduct

In addition to the procedures set forth in the International Constitution, on February 7, 2020, the General Executive Board adopted the following rules to ensure the fair and lawful conduct of elections.

Use and Availability of Union Facilities; Campaigning and Campaign Work Guidelines

1. No Union facilities shall be used to further the candidacy of any candidate for Union office. Specifically, this means that Union computers, fax machines, telephones, postage, copying machines and similar facilities will not be used by any candidate or by supporters of any candidate to further their campaign. All employees and officials may continue to use all Union facilities in the performance of their duties, even though the performance of such duties may favorably affect the candidacy of a particular candidate. Thus, for example, an announcement of a successful legislative outcome may have an incidental benefit to a particular candidate, but if the announcement is of general interest to members of the Union, it is appropriate that Union facilities be used to transmit the information.
2. No employee or Union official may campaign during normal business hours. Subject to restrictions set forth in Item 3., employees and Union officials are free to campaign during any times which are not normal business hours. Employees and Union officials are free to answer questions of general interest to Union members during normal business hours so long as the questions are initiated by other members. Thus, for example, an official may attend a normal business meeting or may make ships in the performance of normal duties or be present at Union Halls in the performance of normal Union duties. If in connection with such activities, questions relating to the campaign are posed, the official or employee may answer the specific question asked even though this occurs during normal business hours.
3. Employees who are members or associate members of the Union are free to volunteer their non-working time to engage in campaign activities. Employees who are not members or associate members of the Union may not be recruited to volunteer for campaign activities. Nonetheless, employees, whether or not members or associate members of the Union, may be hired by campaign committees or candidates to render services during non-working hours at fair compensation. No such employee may be threatened, intimidated, or induced by promises of advancement or improvement in working conditions or compensation to volunteer time to engage in campaign activities or to render services for compensation to campaign committees or candidates.

4. Campaign literature for all candidates can and should be made available at all Union offices so that members can obtain as much information as possible concerning the position of each candidate.
5. No ballots shall be accepted from any member for mailing to the official depository. Although this practice, in and of itself, may not be unlawful, the potential for abuse and the potential for claims of abuse is so significant that as a matter of policy, it should not be engaged in.
6. If you have any questions concerning the permissibility of any conduct relating to the election, please contact Gabriel Terrasa, International Counsel, 410-691-8148 or gterrasa@bridgedeck.org prior to engaging in such conduct. It is in the interest of all members that they have a legitimate and honorable election process worthy of full confidence.

Newspaper Publication Standards and Membership Mailings

The General Executive Board has determined that the 2020 MM&P election period shall commence immediately upon the close of nominations and shall continue until the conclusion of the 2020 MM&P election. The MM&P has determined to exclude any reference by name or photograph of any candidate in the 2020 MM&P election during the election period. MM&P has also determined to suspend publication of Letters to the Editor until after the election.

The Publication Blackout Restriction described above shall not apply to candidates who are running unopposed.

These determinations have been made to ensure that publications by MM&P to MM&P members are not used for campaign purposes. These restrictions will end upon the completion of the election.

Any member wishing to communicate with other members may do so at his or her own expense through a third-party mailing service which will have access to addresses of all members. Additionally, any member wishing to communicate with other members via email may do so at his or her own expense through a third-party service. This service, however, only will have email addresses for those members who have voluntarily provided their email addresses to the Union. Details on how to access these third-party service providers are printed elsewhere in this publication. Consistent with MM&P Policy, these third-party mailing services will not share members' contact information with any user.

Resolution Adopting Election Period Rules & Conduct

February 7, 2020

WHEREAS, it is the duty of the General Executive Board (GEB) to supervise the activities, affairs and functioning of the Organization, including the conduct of nomination and elections under the International Constitution and applicable laws; and

WHEREAS, the GEB has the authority to establish, and order compliance with, such rules, regulations or procedures, consistent with the International Constitution and applicable laws, as are required for the effective management of the affairs of the Organization, including the conduct of nomination and elections; and

WHEREAS, since 1996, as amended from time to time, the GEB has established Election Period Rules and Conduct to ensure that the nomination and election of officers, delegates, and other elective positions be conducted fairly and in compliance with the International Constitution and the applicable laws.

WHEREFORE, the GEB hereby ADOPTS the attached Election Period Rules and Conduct to be applied in the upcoming election, and ORDERS that the Election Period Rules and Conduct be printed, published, communicated, and/or distributed with the Notice of Nomination and Election.

Adopted this 7th day of February, 2020, in Linthicum Heights, Maryland.

Membership Communication Information

Any member wishing to communicate with other members may do so at his or her own expense.

Mailings

AccuMail, Inc., is a third-party mailing service which will have access to the postal addresses of all members. All mailing material must be produced by the member wishing to send a mailing at his or her own expense. The mailing material must then be provided to AccuMail by the candidate. The mailing labels are available through MM&P and will be provided by MM&P directly to AccuMail. Detailed information follows.

Ordering Mailing Labels

A request for labels must be made in writing to: Gail Ways, IT Director, MM&P, 700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953 or gways@bridgedeck.org. Each request must specify whether the mailing labels are to be provided in alphabetical order by last name or zip code order. Orders for mailing labels will be sent directly to AccuMail by MM&P. AccuMail will directly bill the candidate requesting the mailing labels. MM&P will be responsible for supplying AccuMail with labels only. All other instructions as to the mailing should be made directly with AccuMail.

Sending Mailings

Following is a price list submitted by AccuMail detailing mailing costs. AccuMail advises that all labor and postage is payable by C.O.D., cash, certified check or Visa.

The amounts below do not include the cost of postage. First class letter size postage weighing up to one (1) ounce or less is an additional cost of fifty cents (\$0.50) per each mailing piece. Each additional ounce is fifteen cents (\$.15) up to three and one-half (3.5) ounces. Postage costs must be submitted along with materials and payment of labor and handling costs below:

Convert Label Files	\$125 flat
(if file is supplied)	
Address material.....	\$0.10 each
Folding -1-3 sheets	\$15/thousand
(8½" x11" sheets)	\$150 minimum
Insert & Seal -1-3 sheets.....	\$200 flat

Apply Postage	\$0.06 each
.....	\$50 minimum
Deliver to Post Office	\$25 flat
Postal Receipt Fee (optional)	\$10
Credit card processing	\$20 flat

NOTE: AccuMail must deliver to the Post Office; candidates are not authorized to do so. Materials, handling instructions and fees for mailing services should be submitted to: *AccuMail, Inc. 3381-H 75th Avenue, Landover, MD 20785*. Questions about sending mailings may be directed to AccuMail by calling 301-322-4900 or by email to accuit@aol.com.

Emails

TrueBallot, is a third-party emailing vendor which will have access ONLY to the email addresses of those members who have voluntarily provided their email addresses to MM&P. Accordingly, the reach of email communications will be limited. Email addresses available through MM&P will be provided directly to TrueBallot and not to the candidates. Email materials must be produced by the candidate wishing to send an email at his or her own expense and then be provided directly to TrueBallot. Detailed information follows.

Ordering Email Addresses

A request for email addresses must be made in writing to: Gail Ways – IT Director, MM&P, 700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953 or gways@bridgedeck.org.

Sending Emails

TrueBallot offers a service called Campaign Blaster (CampaignBlaster.com). Because TrueBallot is contracted by MM&P to run the election, Campaign Blaster uses the same voter list used in the election. This ensures that only qualified members receive any materials. TrueBallot must transmit all emails; candidates are not authorized to do so. The fee for TrueBallot to transmit each emailing is \$300.00. TrueBallot advises that their fee is payable by credit card, through the CampaignBlaster.com site. Materials, handling instructions and fees for email services should be submitted by going to campaignblaster.com. Questions about sending mailings may be directed to *TrueBallot* by calling: 301-656-9500 or emailing: john@trueballot.com.

Holiday Celebrations in the Halls

As 2019 came to a close, MM&P members, their families and friends celebrated the holidays in union halls across the country. Many thanks to those who submitted photos of the festivities for publication in *The Master, Mate & Pilot*. Best wishes to all for the New Year.



Hawaii: Lars Turner, Roland Hobson, Omar D'Abreu.



Hawaii: Randy Swindell, Paul Mospens, Freedom Dennis, Roland Hobson.



Great Lakes: Tom Bell with Jack and Marianne Duff at a Port Council holiday party.



LA/LB: A great gathering at the holiday party.



Aboard the Maersk Detroit: Shown off the coast of Spain, sporting their hat and scarf gifts from the Houston Seamen's Church. Captain Scott Phelps, 3rd Mate Fred Holm, Deck Cadet Eric Davidson, 2nd Mate Stan Fabas, Chief Mate Robert Neumyer.



Aboard the MV Cape Henry: Looking festive with wishes for Happy Holidays from the crew!



NY/NJ: Howie Reuben, George Kefalas, Patrick Egan, John Angelillo, Steve Kefalas, Danny Johnson, Jimmy McMahon.



NY/NJ: Rich Feinson, Jay Tripaldi, Charlie Carubia.



NY/NJ: (front) Jonathan Lotz, Naldo Garcia, Chelsea Patterson, Kevin Camarda with his girlfriend Diane Thomson (back) Stephen Trantel, Kevin Martin, Tyler Sterling, Gregory Danaher, Cassandra Clark, David Silver, Morgan Martin.



NY/NJ: (Clockwise from bottom left) Steve Miceli Jr., Keith and Eileen Poissant, Roger Lash, Tom Larkin, Paulina Czernek, Mike Riordan, Ana Victoria Victorio, Steve Werse.



NY/NJ: Dodie May, Rich May, Dot Darley, Bob Darley, Johnny Johnson, Glenn Strathearn.



NY/NJ: (Clockwise from bottom left) Stephen Doherty, Ed Morgan, Mrs. Morgan, Randi Ciszewski, Howie Reuben.



NY/NJ: Rich May, Don Josberger, Tim Ferrie, Admiral Alfultis, Don Marcus, Kim Alfultis, Charlie Carubia, Steve Werse.



Norfolk: Pat and Kathy Phillips, Dave Ryan, John Crell, Tom Larkin, Tom Henderson, Emily Crell, Mark Nemergut, Larry McCabe, Steve Miller, Jim Dolan, Roger Hoffman, Sam Osgood, Catherine Spain, Nicholas Cassisi, Arik Akerberg, George Landon, Dave Falkinson.

Oakland: Ryan Libhart, owner of Patriot Contract Services, with Don Josberger.



Oakland: Chelsea Martin, Don Josberger.



Oakland: Nik Sinkevich, Don Josberger, Eric Sinkevich, Jeremy Hope.

Pompano: Pompano Hall Holiday Party at the Brew Fish Pub and Grill. Shown are: Tom Larkin, Olgierd Becker, Robert Groh, Andrea Fortin, Eric Fortin, George Insana, Edward Gras, Chris Keyes, John Korinis, Dana Ryan, Jennipher Miller.





San Juan: Kenneth Diaz, Eduardo Iglesias, Steven Rivera, Cesar Montes, and Jose Colon.



San Juan: Jose Collazo, Angel Gomez, Raul Iglesias, Kenneth Diaz, Edgar Lopez, Jose Colon, Catalino Soto, Enrique Sanchez, Luis Perez, Greber De Los Santos, Henry De La Torre, Eduardo Iglesias.



Seattle: A large gathering and fun for all at the Seattle Hall holiday party.

PENSIONERS

Jerry Anderson, retired from the MM&P Atlantic & Gulf Group.

Dawai W. Chang, shipping out of West Coast ports. He last sailed for Matson as second mate aboard the *Matson Kodiak*.

Stephen G. Fuccillo, shipping out of East Coast ports. He last sailed for The Pasha Group/Sunrise Operations as third mate aboard the *Horizon Enterprise*.

Thomas M. Lisante, shipping out of East Coast ports. He last sailed for Sealand Service Inc. as chief mate aboard the *Sealand Liberator*.

Jeffrey M. Londynsky, shipping out of East Coast ports. He last sailed for U.S. Lines as master of the *Kentucky*.



Robert Ramsey, shipping out of West Coast ports. He last sailed for Matson as master of the *Horizon Tacoma*.

Barry L. Reece, MITAGS Controller.



Bernard J. Scott, retired from the MM&P Atlantic & Gulf Group.



Steven E. Werse, last sailed for Waterman Steamship as master of the *MS Green Bay*. He retired from MM&P as the International Secretary-Treasurer.

Directory of MM&P Offices

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Vice President-Pacific Ports

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Gulf Coast Regional Rep.

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Association Maryland Pilots

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Biscayne Bay Pilots

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

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Web: *www.mitags.org*

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Seattle, WA 98134-1146
Main: 206-239-9965
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Admissions: *admissions@mates.org*
Web: *www.mitags.org*



CROSS'D THE FINAL BAR

Vincent L. Barr, 93, Oct. 19, 2019. A resident of Kerrville, Texas, and a pensioner since 1990, he last sailed for Matson Navigation aboard the *SS Maui*.

S. N. Begg, 69, Sept. 15, 2019. A resident of Ithaca, N.Y., and a pensioner since 2015, she last sailed for American President Lines aboard the *SS President Jackson*. Susan is remembered as being vibrant and active, with many lifetime accomplishments. She was a veterinarian, a fire fighter, and a mariner. She is survived by her cousin, Jane Paxton, her cat, Hugger, and a small group of longtime friends known affectionately as Team Susan.



Michael H. Dillon, 67, Dec. 8, 2019. A resident of Acworth, N.H., he retired in 2016 as a Galveston-Texas City pilot. He was previously a pilot on the Columbia River Bar. His philosophy "Kids are worth the best, right now!" shaped adventurous travels with his family. Mike was rescued

from stormy seas as a pilot in 1994. In 2002, he was able to "partially return the favor of his rescue to the U.S. Coast Guard" when he boarded the vessel *Tai Shan Hai* and used a lifetime of shiphandling skills to keep the vessel safely at sea. He received a Public Service Commendation from the Coast Guard, which noted that he had "prevented an almost certain environmental catastrophe." He served in the U.S. Navy Reserve and was honorably discharged in 1997 with the rank of Commander. His many interests included jazz and blues flute playing, painting, cooking, volunteering with his favorite chefs in their restaurants, and writing the "Smooth Sailing" column for the Acworth Community Newsletter. A cup of coffee from his kitchen was "an art form in itself." He is survived by Karen, his wife of 44 years, children Amy and Nate and their spouses, grandson Henry, his brother, brother- and sisters-in-law, cousins, nieces and nephews.

James W. Featherer Jr., 77, Nov. 16, 2019. A resident of Canton, Texas, and a pensioner since 1990, he sailed as master with American President Lines and was an instructor at MITAGS.

Donald S. Fernald, 80, Aug. 15, 2019. A resident of Weymouth, Mass., and a pensioner since 1986, he last sailed for American Heavylift aboard the *SS Spray*. He was known for his quick wit, keen curiosity and love of language. He was affectionately known by his Mass Maritime classmates as the "Homer of Hingham." He loved history and nature. Survivors include his beloved companion Sandra Owens, his children Christopher, Daniel, Brian and Joseph, grandchildren Christopher and Vivienne, and his sisters Ruth Anne and Linda.



Joseph A. Ginel, 79, Nov. 17, 2019.

A resident of Mandeville, La., and a pensioner since 1990, he last sailed for APL Maritime aboard the *SS President Adams*. He is remembered as a "beloved father, grandfather, brother, uncle, cousin and friend, who lived a fulfilled life voyaging the seas around the world." Survivors include his daughter Lisa, son Michael, and his brother the Reverend Father Robert Ginel.

Frank E. Hall, 97, Oct. 1, 2019. A resident of Randolph, Mass., he last sailed for Boston Fuel Transport as master of the *MV Karen Tibbetts*. He was an avid golfer and enjoyed hunting, fishing, and gardening.

Kenneth L. Hatch, 72, Nov. 7, 2019. A resident of Fort Myers, Fla., and a pensioner since 2003, he last sailed for CSX Lines aboard the *SS CSX Pacific*. Kenny was an avid fan of the New England Patriots, the Boston Red Sox and the Boston Celtics. He is survived by his wife Cynthia, his brother Lewis, and sisters Margery and Mary Lou.



Frederick Kimborowicz, 89, Oct. 29,

2019. A resident of Snoqualmie, Wash., and a pensioner since 1996, he last sailed for American President Lines as master of the *SS President Jefferson*. He was a veteran of the U.S. Coast Guard. Following the passing of the love of his life, Joan, after 38

years of marriage, he retired and settled in Snoqualmie where he enjoyed the mountains and his family. He was an active member of the American Legion, the Propeller Club, and the Retired Officers Association. He loved spending time with his family, especially his children and grandchildren. He greatly enjoyed reading. He is remembered as a strong, supportive and protective father. Survivors include his children David, Jim, Dana, Mark, Steve and Kathy; grandchildren and great-grandchildren.

Warren Leback, 95, Nov. 21, 2019. He served as the maritime administrator under President George H.W. Bush and as deputy maritime administrator under President Ronald Reagan. He was a member of the United States Merchant Marine Academy Alumni Association and national president of the Council of American Master Mariners. In 1991, he received the Admiral of the Ocean Seas Award from the United Seamen's Service.



CROSS'D THE FINAL BAR

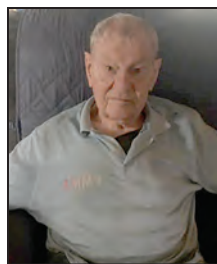


Paul Leezer Jr., 98, Nov. 8, 2019. A resident of Monongahela, Pa., and a pensioner since 1984, he last sailed for U.S. Steel Corporation as master. He served in the U.S. Army during World War II. He dedicated his life to helping others and enjoyed spending time with his family. He is survived by his children, grandchildren, great-grandchildren and great-great-grandchildren.

Thomas E. McVay, 89, Sept. 10, 2019. A resident of Blairsville, Ga., and a pensioner since 1986, he last sailed as a member of the MM&P Atlantic and Gulf Region. He was a U.S. Air Force veteran of the Korean War. One of five siblings, he grew up in Dyess, Arkansas, with his childhood and lifelong friend, Johnny Cash. He was a member of Sharp Memorial United Methodist Church, the Emmaus Community and the American Legion. He loved hunting and working with wood crafts. Survivors include his wife of 41 years, Rev. Victory McVay, sons William, Christopher, Lee, Timothy and Perry, his brothers Henry and Pete, his sister Mary, five grandchildren and two great-grandchildren.



Harry G. Newak, 98, Nov. 3, 2019. A resident of Greenfield Town, Pa., and a pensioner since 1985, he last sailed for Orion Shipping as master of the *MV Orion Planet*. He served in all theaters of World War II. After the war, he was involved in the rescue of 51 persons at sea. He was the president of the Marine Society of New York and a trustee of Sailors Snug Harbor of New York. He was a faithful parishioner of St. John Vianney Parish; a charter member for 66 years of Knights of Columbus Council 3506, Forest City; an active member of the American Legion Post 529, Forest City; former president and treasurer of the Forest City Rotary Club; Paul Harris Fellow who spearheaded the creation of the Anthracite Coal Miners Memorial; a lifetime member of both the Forest City and Greenfield Township historical societies; a lifetime founding member of the NEPA Rail-Trail Council, and was named Distinguished Citizen of Forest City in 1988. Survivors include his wife of 66 years, Margaret; children Michele, Deborah, Michael and their spouses; 16 grandchildren and 38 great-grandchildren.



Ernest C. Petersen, 86, Nov. 11, 2019. A resident of Lomita, Calif., and a pensioner since 1990, he last sailed for Sealand Services aboard the *Sealand Patriot*. Born in Denmark, he started his sea life at age 16. He emigrated to the U.S. in 1962 and joined MM&P in 1968. He was known as a strong union supporter who never missed a union meeting. He is also remembered for his love of his dogs, his involvement in Veteran Affairs and the San Pedro Elks Lodge #966, and as a regular blood donor. He is survived by his daughter Cathy.

Michael S. Powell, 75, Oct. 16, 2019. A resident of Lakeland, Tenn., and a pensioner since 2010, he last sailed for American President Lines aboard the *SS Singapore*.

Jerry A. Totolos, 93, Sept. 11, 2019. A resident of Greece and a pensioner since 1997, he last sailed for Marine Transport Lines as master of the *Marine Floridian*.

James J. Walls Sr., 102, Nov. 15, 2019. A resident of Haworth, N.J., and a pensioner since 1985, he last worked for Delta Steamship Company as Port Captain.

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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