

Vol. 57, No.1
Spring 2021



The Master, Mate & Pilot

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

Success for MM&P Members!

**Arbitrator Affirms MM&P's Position
Aboard Two Pasha Newbuilds**

**LMSR Contract Between Patriot and
MSC Renewed for Five Years**



The Master, Mate & Pilot

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About the Cover

Maersk Kinloss at dock in Colombo, Sri Lanka, in this photo taken by MM&P member Ernie Caponegro.

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FROM THE PRESIDENT

A Great Conjunction

Union Sisters & Brothers,

This is written during one of those sublime occasions when the stars for MM&P happen to be in alignment. COVID-19 and hardships at sea and ashore persist, but vaccines are finally being distributed to some mariners and there is a feeling of optimism which we all hope will prove justified.

Thank you to all the members who participated in the MM&P election, as candidates and as voters. Participation in union activities—contract bargaining, referenda, Conventions, elections and the full spectrum of MM&P events—is what keeps our Union vigilant and effective. The most recent election has brought an extraordinarily strong and committed team into office. I am grateful to all our members who have kept faith in our Union and in my administration. Thank you. Our leadership team is working in unison to advance your interests.

Although the events of January 6 indicate no swift healing of our national divisions, developments for the labor movement and the U.S. merchant marine are excellent.

On January 25, 2021, President Biden issued Executive Order 14005 specifically promoting goods that are “Made in America.” This order called out full support for our cargo preference laws and the Jones Act. This is the first time since 1963 that a Presidential Executive Order has done so. It leaves no doubt as to where the President stands, and his statement was echoed in a similar endorsement of the Jones Act and the U.S. merchant marine by incoming Secretary of Transportation Peter Buttigieg.

On the labor front, at the end of February President Biden stated: “Unions built the middle class... I made it clear when I was running that my administration’s policy would be to support union organizing and collective bargaining.” No sitting President has made that kind of statement in my lifetime—and, what’s more important, he is acting on it.

One of President Biden’s first actions was to replace the anti-union General Counsel of the National Labor Relations Board, Peter Robb. In his place, Jennifer Abruzzo, former Special Counsel to the Communication Workers of America, has been nominated. Here, as elsewhere in government, individuals with a commitment to working people and their legal rights are being placed in positions of authority. Most notably, the new Secretary

of Labor, Marty Walsh, a former Laborers’ Union Local President and Boston Mayor, has been appointed to this key position. Lucinda Lessley, former staff member of the late great Elijah Cummings and a person who is deeply committed to social justice and the maritime industry, has been appointed Deputy Director of MARAD.



For our members employed by the federal government, including Military Sealift Command and the Army Corps of Engineers, additional welcome news was received on February 25, 2021, when President Biden rescinded a memorandum issued by former President Trump that gave the Secretary of Defense the authority to strip Pentagon employees of the right to join a union. Although the order was not implemented by Department of Defense authorities, President Biden’s move represents a return to the intent of Congress that gave federal employees decades ago the right to organize and collectively bargain.

Our Organization will also support efforts to pass the Protecting the Right to Organize (PRO) Act. If this bill passes the Senate, not only will the ability of unions to organize new work be greatly enhanced, workers’ rights in taking collective action will be significantly improved, rebalancing labor rights that have been steadily whittled down since the passage of the Taft-Hartley Act in 1947. Most importantly for MM&P, if the PRO Act passes as currently written, the definition of “supervisor” under the National Labor Relations Act will be revised, improving MM&P’s ability to organize and protect many of our members’ employment rights.

Closer to home, the hard work and dedication of our members, representatives, staff and professionals has paid off in major ways:

- **Pasha Newbuilds to MM&P:** Our relentless five-year campaign to preserve our work with The Pasha Group has been rewarded! On February 28, 2021, Impartial Umpire

[continued on page 2](#)

President's Message continued

Michael H. Gottesman issued an opinion determining that the American Maritime Officers (“AMO”) violated Article XX, Sections 2 and 20 of the AFL-CIO Constitution. This decision, which AMO has pledged to comply with, confirms the position of MM&P and the Marine Engineers’ Beneficial Association (MEBA) that Pasha’s two new container vessels under construction at the Keppel-AmFELS Shipyard in Brownsville, Texas, are covered by the Horizon collective bargaining agreement. This success is testament to the solidarity of our members employed by Pasha, who have never wavered in their support of MM&P. Great credit goes to the dogged efforts of our negotiating team led by Lars Turner and supported throughout by Jeremy Hope and over a dozen members, several of whom put their futures on the line. The superb skill of our legal team—led by MM&P’s Gabriel Terrasa and Jennifer Stair and by outside counsel Lisa Demidovich on the West Coast—has kept us on course and protected our future with Pasha in the Hawaii trade. While the effort is not over, the path is now open to successfully conclude our differences with The Pasha Group.

■ **LMSR Contract Renewed:** Equally significant for the future of our Union is the recent announcement of the renewal for five years of the eight-ship LMSR contract between Patriot Contract Services and Military Sealift Command. This win is another great testament to the ability and perseverance of our members. Their efforts, despite the pandemic, the incomprehensible “gangway-up” edicts and Restriction of Movement quarantines prior to joining their vessels, have been outstanding. Thankfully, our members’ and their shipmates’ sacrifices to make this program work have been recognized and rewarded by Military Sealift Command. A huge shout-out also goes to our Contracts Officer Jennifer Stair and the

collaboration achieved with the other shipboard unions and Patriot Contract Services who all, like our members aboard ship, have done what it takes to get the job done.

Taken together, these important results put MM&P in a good position for further success. Notwithstanding the pandemic, our job base is secure, and our Union infrastructure remains strong.

Secretary-Treasurer Don Josberger and our accounting staff have been working diligently and professionally to keep our financial house in order. Don has also been working closely with Glen Paine and his staff at MITAGS to keep our schools in Maryland and Seattle open for business. Like our membership at sea, MM&P Plans staff has experienced some very serious illness. Several long-time managers and employees were hospitalized and were at times close to death. Thankfully, they now appear to be on the mend, but the Plans office, as well as MM&P headquarters and various hiring halls around the country have had to suspend operation from time to time due to the illness and the need to sanitize our facilities. To the extent possible many remain working from home. Nonetheless, again, as at sea, operations have continued: our members’ health care benefits are being processed, their vacation and pension checks sent out, training continues, and our members dispatched to sea.

In summary, at sea and ashore, MM&P is pressing onward. While we await the efficient distribution of vaccines to all mariners and while MM&P continues to push our government for a level of consideration that is commensurate to the role our members play in keeping our nation’s supply chain open, we will not falter.

Our leadership team is working in concert, our members are maintaining the highest professional standards and our infrastructure is solid. The future looks bright. Thank you all for making this happen.

With Gratitude and Fraternity,

Don Marcus
MM&P President

Vaccinations on Presentation of MMC Medical Endorsements

MM&P members are reporting that they have been vaccinated based on presentation of the Medical First-Aid Provider/Person in Charge of Medical Care endorsements on their Merchant Mariner Credential at various testing centers around the country.

While MM&P efforts seeking universal vaccinations for essential worker merchant mariners continue to be a work in progress, members with the above medical caregiver endorsements are encouraged to seek vaccination.

2020 MM&P Officer & Convention Delegate Election Winners

The ballots of the 2020 MM&P election were counted at MITAGS on Jan. 12, 2021 by True Ballot Inc.

The members of the International Ballot Committee who supervised the election were: Ronald Colpus, John Cronin, Gerald Hasselbach, John H. Traut and Joseph Hartnett.

The winners of the election are as follows:

- International President—Donald J. Marcus;
- International Secretary-Treasurer—Donald F. Josberger;
- Offshore Group Vice President Atlantic Ports—Thomas P. Larkin;
- Offshore Group Vice President Pacific Ports—J. Lars Turner;
- Offshore Group Vice President Gulf Ports & Government Affairs—Jeremy Hope;
- Vice President United Inland Group—Pacific Maritime Region—Timothy C. Saffle;
- Vice President United Inland Group—Great Lakes & Gulf Region—Thomas E. Bell;
- Vice President Pilots Group—George A. Quick;
- Vice President Federal Employees Membership Group—Randall H. Rockwood;
- Vice President Atlantic Maritime Group—Michael (Big Mike) Riordan.

The following Offshore Group convention delegates were elected: Glen M. Paine; Kenneth T. Ryan; George M. Darley; Randy Swindell; Lilly Gallo; James (Jim) Hill; Thomas P. Sullivan; Michael A. Rausa; Christopher Kavanagh; Jennifer Bono; Roland Hobson; Peter J. Parise III; Paul Schulman; James McManus; Timothy Clearwater; West S. Wilson; Kellen Murphy; Madeleine Wolczko.

The following Offshore Group alternate convention delegates were elected: Ronald Radicali; Robin Llewellyn; Kyle P. Grant; Timothy Kalke; Gregory Gretz; Nathan Silva; Robert Beauregard; Naldo Garcia; Ratanawan Phurchpean; Brandon M. Teal; David Bennett; Sean Fitzgerald; Ryan Leo; Christopher Kluck; Harold J. Held; Robert Siemel; Matthew Bennett; Taelson Larrow; Keith W. Finnerty; Christopher Roszel; Michael A. Clifford; Sean Hart Gingras; Charles Hendricks; Coleman Rosenberg; John Etheridge; Douglas B. Adriance; Morgan Densley; Steve J. Lasnier.



The following United Inland Group—Pacific Maritime Region delegates were elected: Dan Twohig; Noah W. Landau; Glen Hogarth; Benjamin M. Berke; Shannon Adamson; Alison Seamans; Harlow Wood; Jeffrey W. Reeves; Scott Macaulay; Nick Sorber.

The following United Inland Group—Pacific Maritime Regional alternate delegates were elected: Ezra L. (Sly) Hunter Jr.; Justin Peterson.

The following United Inland Group—Great Lakes & Gulf Maritime Region delegates were elected: Bridget M. Nagle; Eduardo Iglesias.

The following United Inland Group—Great Lakes & Gulf Maritime Region alternate delegate was elected: John Melcher.

The following Federal Employees Membership Group delegates were elected: David Gommo; Patricia Evenson; Larry McCabe.

The following Atlantic Maritime Group representatives were elected: Paulina M. Czernek; Keith A. Poissant.

The following Atlantic Maritime Group convention delegates were elected: Richard Russo; Raymond Hennessey; James (Jim) Olsen; Frank Lamiquiz; Joseph McCroy; Robert Gecek; Thomas J. Smith.

The following Atlantic Maritime Group alternate convention delegate was elected: George Wargo III.



Biden Prioritizes Support for Jones Act in “Buy American” Executive Order

An Executive Order signed by President Joe Biden five days after taking office confirms his administration’s policy of strongly supporting American maritime workers and the companies that serve the domestic trades under the Jones Act.

“We enthusiastically applaud this decision by President Biden to reaffirm his support for the Jones Act as a component of his Administration’s commitment to strong Buy American policies,” said MM&P President Don Marcus.

“His expression of support sends a clear message that the domestic maritime industry and the thousands of union men and women who build and operate these vessels are critical to the economic and military security of our nation.”

The Jones Act requires that cargo moving between two US points be carried on American-built, -owned and -crewed vessels. Long supported by broad bipartisan majorities in Congress and top US national security officials—including in a “Sense of Congress” motion in the recently enacted National Defense Authorization Act—the Jones Act promotes the maintenance of the nation’s vitally important maritime industrial base, ensuring that American jobs are not shipped overseas and that the assets underlying our defense capabilities are not outsourced to foreign nations.

A summary of the Executive Order recognizes the recent signing of the NDAA as “an opportunity to invest in America’s workers as we build offshore renewable energy, in line with the President’s goals to build our clean energy future here in America.”

“[H]earing this support from the White House means a lot,” said Matson Chairman and CEO Matt Cox. “We take our role seriously and appreciate knowing that we have the support of the White House.”

“The White House has taken unprecedented action that supports the Great Lakes economy and homeland security,” said Jim Weakley, president of the Lake Carriers’ Association. “This Executive Order creates jobs and protects the pilot light of the nation’s manufacturing base, which is the Great Lakes maritime industry.”

America’s maritime industry employs nearly 650,000 people across all 50 US states and territories, and contributes \$154 billion annually to the nation’s economic growth. Each year, the 40,000 vessels that comprise the Jones Act fleet move roughly a quarter of the nation’s freight along domestic waterways, across the Great Lakes, and over the oceans to Hawaii, Alaska, Puerto Rico and the US territories.

Unions Call for Urgent Passage of Landmark Worker Rights Bill

FIVE FAST FACTS ABOUT THE #PROACT

The most significant worker empowerment legislation since the Great Depression

The PRO Act, the most significant labor rights legislation introduced in Congress in forty years, passed the House of Representatives in 2020, but was blocked in the Senate.

Now, with Joe Biden in the White House and pro-worker majorities in both houses of Congress, the labor movement is pushing for passage of the “Protecting the Right to Organize Act,” a landmark bill.

“Lawmakers gave us their word they would make the PRO Act a top priority,” says AFL-CIO President Richard Trumka. “It’s time for them to keep that promise.”

The legislation would amend the country’s decades-old labor laws to give workers more power in work disputes, levy additional penalties on companies that retaliate against workers trying to unionize and grant hundreds of thousands of workers the right to negotiate for better wages and working conditions.

It would also weaken “right-to-work” laws in 27 states that allow free riders in the workplace to benefit from union-negotiated contracts without paying any dues.

“The PRO Act will strengthen workers’ ability to come together and demand a fair share of the wealth we create,” Trumka says, “boosting wages, securing better health care and rooting out discrimination.”

“The past year has laid bare the enormous injustices facing millions of America’s working people who keep our country afloat.”

“We cannot allow those systemic failures to persist for another moment. Working people turned out to vote in record numbers because we urgently need structural change.”

“We will make our case for the PRO Act in every state and every congressional district, to elected leaders across the political spectrum.”

THE PRO ACT WILL:

1. Empower workers to exercise our freedom to organize and bargain, and ensure that workers can reach a first contract quickly after a union is recognized.
2. End employers’ practice of punishing striking workers by hiring permanent replacements. Speaking up for labor rights is within every worker’s rights—and no worker should lose their job for it.
3. Hold corporations accountable by strengthening the National Labor Relations Board and allowing it to penalize employers who retaliate against working people who support the union or collective bargaining.
4. Repeal “right to work” laws—divisive and racist laws created during the Jim Crow era—that lead to lower wages, fewer benefits and more dangerous workplaces.
5. Create pathways for workers to form unions, without fear, in newer industries like Big Tech.



Union Members More Likely Than Others To Keep Their Jobs

As unemployment levels surged because of the impact on the economy of the coronavirus, union membership as a share of the total US workforce—a percentage known as “union density”—increased in 2020 for the first time in over a decade. The increase, of half a percentage point, was due in large part to the fact that nonunion workers lost their jobs at a higher rate than union members.

The United States lost 9.6 million jobs in 2020, while the percentage of workers who were members of a union rose to 10.8 percent, the most significant increase in years, according to data released by the Bureau of Labor Statistics.

Overall, 14.3 million Americans were union members last year. Although union workers had more job security during the pandemic, the percentage of union workers in the US economy remains historically low.

“In 2020, America saw working people in a new light, as the true engines of our economy and the trusted servants who can carry us through a crisis,” said AFL-CIO President Richard Trumka.

“While last year was filled with unemployment and economic pain because of a deadly pandemic and the incompetent federal response to it, union density rose.”

“We believe this increase is part of a national groundswell. The popularity of unions is at 65%, one of the highest marks in a half-century, and research shows that more than 60 million workers would vote to join a union today if given the chance.”

Overall, unionized workers earn on average 11.2 percent more than their nonunionized peers (workers in the same industry and occupation with similar education and experience) according to EPI, an independent, nonprofit think tank that researches the impact of economic trends and policies on working people in the United States.

Nautilus Federation Calls for Global Vaccine Program for Mariners

The Nautilus Federation, a group of 22 labor unions representing mariners who sail offshore and on the inland waterways, is calling on governments and global organizations to coordinate a worldwide vaccination program.

“[M]aritime and shipping professionals must travel to do their job,” said Nautilus Federation Director Mark Dickinson. “This places them at additional risk. To mitigate that risk and protect employment, vaccination is an obvious step.”

A global campaign could ensure that mariners—who because they must travel for work might miss out on the chance to be vaccinated in national or local programs—receive the vaccine in a timely manner. It would also go a long way towards resolving the crew change crisis, which has blocked hundreds of thousands of seafarers aboard their ships, in some cases for many months.

Accessing medical care has become a struggle for seafarers—even in emergency situations—because of Covid-19 border restrictions put in place by many countries: vaccinating seafarers would make it easier for them to obtain medical care ashore.

An international campaign, the federation notes, would need to ensure that:

- seafarers can access two doses of the vaccine in cases a two-dose regimen is required;
- those who experience side effects as a result of the vaccination can obtain necessary medical advice and care; and
- vaccinations administered under the program are recognized as valid for seafarer transit by all participating jurisdictions.

“The maritime and shipping professionals who have kept global supply chains moving throughout the pandemic require an international solution to ensure they can access vaccines while they are at sea,” Dickinson said. “While national vaccination programs progress, governments and global organizations must also recognize this urgent and growing need.”

MM&P is one of the 22 maritime labor unions that belong to the Nautilus Federation.



Getty Images

Greetings From the *MT SLNC Goodwill*



Aboard *Goodwill*. (Left to right) Captain Manny Kelakios, Third Mate Mark Harper, Third Mate Grant Jepson, Second Mate Bill Murphy, Third Assistant Engineer Taylor Nichols, Chief Mate Gus Sawatzki.

The *MT SLNC Goodwill*, operated by Schuyler Line Navigation Company, is a medium-range tanker on a five-year contract with Military Sealift Command in the Far East. Crewed by MM&P deck and engineering officers, she regularly calls Diego Garcia, Guam, Japan, Korea, the Philippines and Singapore.

“Recently, our vessel successfully conducted ship-to-ship-transfer operations with the *MT SLNC Pax*, operated by Patriot Contract Services,” said *Goodwill* Chief Officer Gus Sawatzki. “This STS evolution was the first in MSC’s recent history. We were excited and honored to have two MM&P-contracted vessels selected to perform the operation.”



Loading fuel at S-Oil Terminal, Ulsan, Korea.



MT SLNC Goodwill conducts lightering operations with *MT SLNC Pax* in Ulsan, Korea. Both vessels are crewed by MM&P officers.

NEWS BRIEFS (CONTINUED)

Matson Crew Takes *Manoa* to Shipyard in China, Returns on *Maunalei*



The *MV Manoa* (left) and the *MV Maunalei*. The *Maunalei* had been in the Nantong Shipyard for about six months.



Third Mate Al Polk (center photo and above left) and Chief Mate John Healey were part of the Matson crew that sailed the *MV Manoa* to the Nantong Shipyard, crossed over to the *MV Maunalei* and took her out of the yard and back into service to sail to Honolulu. Returning aboard the *Maunalei* was a necessity because the crew could not fly into or out of China.

Congressman John Moolenaar Named Great Lakes Legislator of the Year



Besides helping to secure funding for the new Poe-sized lock at Sault Ste. Marie, Mich., Moolenaar has lent his support to efforts to fight pollution and invasive species.

Congressman John Moolenaar has been named Legislator of the Year by the Great Lakes Maritime Task Force, a coalition of 70 Great Lakes operators that includes MM&P.

“Thanks to Congressman Moolenaar’s leadership, a new, large navigational lock in Sault Ste. Marie, Michigan is under construction,” the task force said in a statement.

Eighty million tons of cargo, valued at \$6 billion and supporting 123,000 jobs, transit the Soo Locks each year. The locks are considered the linchpin of the Great Lakes Navigation System, allowing cargoes like iron ore and grain to move from mines and farms to customers in the US, Canada and overseas. They also allow domestic and overseas cargoes to move ‘up the system’ and into upper Midwest markets.

“I am proud to have worked across the aisle to help fund the construction of a new lock at the Soo Locks which will ensure shipping continues to support American jobs in manufacturing, construction, and other industries,” said Moolenaar, a Republican who represents Michigan’s 4th Congressional district.

The task force also recognized his role in increasing US Army Corps of Engineers funding for the Great Lakes and securing a substantial share of the Harbor Maintenance Trust Fund for operation and maintenance.

The additional funds will be used to improve navigation structures, conduct much-needed dredging of Great Lakes harbors and channels, and stabilize and replace failing nearshore infrastructure where high waters have caused significant coastal damage.

The congressman is also a strong supporter of the Great Lakes Restoration Initiative, which is aimed at protecting the Lakes from invasive species and pollution.

Crew of *USNS Walter S. Diehl* Trains With IAFF and Navy Firefighters

While the *USNS Walter S. Diehl* was in dry dock at the Philadelphia Ship Repair yard, the crew had the opportunity to work and train with Navy Region Mid-Atlantic Fire and Emergency Services and Philadelphia fire fighters and paramedics belonging to International Association of Fire Fighters Local 22.

“*USNS Diehl* hosted well over 100 Philadelphia fire fighters and paramedics to include the Special Operations Command Technical Rescue and federal fire fighters from the Philadelphia Navy Yard NAVFAC,” reported *USNS Diehl* Cargo Mate Brad Musselman.

The training included shipboard familiarization for confined space rescue with the Philadelphia Fire Department Special Operations Command Technical Rescue and HAZMAT units, and general shipboard firefighting familiarization with numerous ladder and engine companies.

The comprehensive tours included confined space entry and rescue, fixed firefighting system spaces not in service due to overhaul and repair and a general walk about the ship for familiarity and pre-planned response.

“All safety precautions and Covid-19 measures were adhered to,” Musselman said. “It was a real pleasure working together with these teams.”

After a 15-year forward deployment in San Diego, the Military Sealift Command fleet replenishment oiler shifted its homeport recently to Naval Station Norfolk. Eighty-nine civil service mariners operate the vessel. The licensed deck officers are represented by the MM&P Federal Employees Membership Group.

On the bridge wing of *USNS Walter S. Diehl*. Members of the Philadelphia Fire Department and Technical Rescue who belong to IAFF Local 22 and MM&P Licensed Deck Officers Captain Andrew Chen, Second Officer Brad Musselman, Second Officer Brian Bosch and Third Officer Bjorn Briggs.



Passing On the Art of Fancy Knotwork

Taelson Larrow

The craft of Fancy Knotwork derived from curiosity and creativity of the mind. From the earliest days of square-rigged ships before the time of steam and diesel engines, forecastles were filled with decommissioned lines. On the high seas, with a ship full of old lines and an endless amount of time, one's thoughts begin to wander. Hands used to lash and tie become restless. The human desire for innovation and creation makes the perfect storm for the expression of art. The same spark that inspired the evolution of the wheel or electricity is what created the very first bell rope.

Aboard merchant ships there is a saying, "The first rule of shipping, you need to make your own fun!" Before books and now movies, sailors filled their time with learning knots and scrimshaw (the art of carving wood and bone).

"The Ashley Book of Knots," commonly spoken of as the bible of knots, states that "Fancy knotting is one of the oldest and most widely distributed of the folk arts..." The art of knot tying was an apprenticed oral tradition. The skill was intimately passed from master to student for generations.

My Fancy Knotwork journey started with the same curiosity as those of the past. The first introduction to bell ropes started with

a book given to me by mentor and friend David Lyman. He had inscribed on the front cover of "Knots, Splices & Fancy Work" by Chas L Spencer, "from one knotty guy to another...enjoy!" Uncle Dave had earmarked and noted to check out page 108, the Pineapple knot!

In 2006, my junior year as midshipman at California Maritime Academy, sadly David BK Lyman passed away in a tragic accident, while piloting a ship out of Nawiliwili Harbor. Uncle Dave had a tremendous impact in the maritime industry in the state of Hawai'i. His kind and inclusive nature for all people made him a pillar in the community. His waterfront memorial was a testimonial to the amazing and wonderful person that he was and to the many lives that he touched. I never got to tie bell ropes with Uncle Dave, but he left just enough information to pass on the knowledge.

This story, like many, starts and ends in the same place. As a young fresh, green third mate, I signed aboard the *Maunawili*. "Living the Dream!" as I would tell Captain Lamb and Mac daily. I was young, dumb and full of excitement to be aboard a Matson ship as I followed in the footsteps of my heros growing up.

While on my first night watch enroute to Guam and then on to China, I discovered a small ship's bell mounted on the bridge. In the dim red hue of the chart light, I could read the brass plaque:

This "Bell Rope"
was presented to
The M/V Maunawili
by Captain Dave Lyman
Honolulu Pilots
Maiden Voyage
14 September 2004



The author at work on his first bell rope aboard the *Maunawili*. He is now in the process of completing the bell ropes for all Matson's new Aloha and Kanaloa class of ships.



Bing! A light bulb in my head went off, and at that moment I was determined to learn and replicate Uncle Dave's bell ropes. I remembered the earmark on page 108 and that was it! The

Pineapple knot painted red: I always think of it as the heart of all Uncle Dave's bell ropes.

The tradition of Fancy Knotwork lives on in the Matson Fleet. Uncle Dave tied the bell ropes for all the new 2500 and 2600 class of ships in 2004. I am now in the process of completing the bell ropes for all the new Aloha and Kanaloa class of ships. Today, 12 years later, I am back aboard the *Maunawili*, putting the final touches on the last two bell ropes for Matson's new *Lurline* and *Matsonia*. Keeping to tradition, Uncle Dave's red Pineapple knot is tied at the center of both.

As I look astern at the ship's wake, I think of all those who came before and who will come after. The tradition of Fancy Knotwork, while not as prevalent in today's world, is just as relevant. By leaving behind little gems to be discovered, we will continue to perpetuate the art of Fancy Knotwork.

Those who seek out the knowledge will then walk the same path. The craft will continue to live on as long as there is time, line and the hands of a sailor to create them.



(Left to right) Taelson Larrow, Chief Mate Rafik Shahbin, Captain Ted Bernhard, Jeremy Hope and PRO Gerald Freeman aboard the *Kaimana Hila*.



Captain Brian McNamara aboard the *Daniel K. Inouye*.



Aboard the *Matsonia*. Chief Engineer Brian Koechley, Chief Mate David Kopra and Captain Gerald Anderson.



Honolulu Pilot Dave Lyman, an expert in fancy knotwork, was a mentor to many young mariners, including the author. "Uncle Dave had a tremendous impact in the maritime industry in the state of Hawai'i," Taelson says. "His kind and inclusive nature for all people made him a pillar in the community."



The waterfront memorial to Dave Lyman was a testament to the many lives he touched.



C. James Patti

The Impact of Covid-19 on the US Maritime Industry

Throughout our history, the United States has depended on a strong, militarily useful, privately owned US-flag merchant fleet to protect our nation's economic, homeland and military security.

US-flag shipping companies and the loyal, reliable American mariners who crew their vessels are extremely proud of the role they play as our nation's Fourth Arm of Defense. They are always ready to respond to the call in time of war or other emergency, and to provide the commercial sealift, logistical networks and civilian maritime manpower needed to support America's interests and supply American forces deployed overseas.

The main priority of USTRANSCOM, the US Transportation Command, is "warfighting readiness." Its mission is "to project and sustain combat credible forces needed to deter war, protect the security of our nation, and win decisively should deterrence fail." To fulfill its mission, USTRANSCOM relies on the US-flag maritime industry.

"When our nation goes to war, so does the maritime industry," said USTRANSCOM Commander Gen. Stephen Lyons in December 2020. "Today, as in the past, the Defense Department relies on US-flag vessels, global trade routes and expert mariners to comprise a naval auxiliary in times of crisis."

The US-flag international fleet and its ability to provide the services our country relies on have, of course, been impacted by Covid-19.

Demand for container shipping remains high, while companies operating roll-on roll-off ships and multi-purpose heavy lift ships are experiencing an improving market. For those operating tankers, however, the market is still somewhat depressed. With the impact of the new variants of Covid-19 yet to be determined, it is impossible to predict with any accuracy what the demand for shipping services will be in the months ahead.

We appreciate the work done by Committee Chairman Peter DeFazio, former Subcommittee Chairman Sean Patrick Maloney and other members of this committee and subcommittee to enact the Maritime Transportation System Emergency Relief Act. This program, once funded, will allow maritime companies, entities and training facilities that need assistance now or in the future to seek grants from the Maritime Administration in response to Covid-19 or other emergency.


The need to protect mariners from Covid-19 related risks

Since the onset of the pandemic, maritime labor and US-flag shipping companies have been working with a number of federal agencies and departments—including the Maritime Administration, the Coast Guard, USTRANSCOM, the Department of State and the Federal Maritime Commission—to protect the lives of American mariners and ensure that the essential services provided by our industry remain available to the Department of Defense.

But there are still Covid-19 related issues that need to be resolved.

Most importantly, while we appreciate that there are many segments of the American workforce that need expedited access to the Covid-19 vaccine, it is extremely important that mariners and cadets working aboard Maritime Security Program vessels and other US-flag ships in the foreign trades receive such access. If not, given the differences in vaccine administration procedures among the states, it may be months at the earliest before they receive the vaccine.

Merchant mariners run a significant risk of contracting Covid-19 because of the time they spend at sea and the number of countries they travel to in the course of their work. They are



continually exposed to individuals in foreign ports who board their vessels without following safety protocols. If a crewmember tests positive for Covid-19, the vessel may be taken out of service and it, along with the entire crew, may be placed in quarantine for an undetermined period of time.

The quarantine and cleaning of the vessel are time consuming and expensive for the shipping company, and the delay means that the cargo will not arrive at its destination when expected and needed. In the case of commercial cargo, including medical supplies, there may be a detrimental impact on consumers and businesses and, most importantly, on first responders and other essential workers.

In the case of military cargo, such disruptions raise the risk that the lives of American troops overseas may be affected and the ability of the Department of Defense to protect the interests of the United States may be threatened.

Seafarers live and work closely together in multi-generational settings aboard ship for months at a time. The risks to those who become infected with Covid-19 are exacerbated by the possibility that they will be denied access to medical care on land. Although they are trained to stabilize sick or injured coworkers, mariners have always been able to obtain shoreside medical care. Now that Covid-19 has led countries to close borders and restrict entry, they are not as a general rule allowed to go ashore for medical care unless the situation is deemed life threatening.

“The merchant mariners who support the...US-flag international shipping industry are vital to our national security and provide the necessary capacity to move forces, supplies, and equipment,” says USTRANSCOM Deputy Commander Vice Adm. Dee Mewbourne.

“We are well aware of the challenges in mission accomplishment when a merchant mariner has to undergo restrictions on movement, quarantine, or medical treatment due to the Covid-19 pandemic.”

These comments highlight the fact that American mariners are an essential component of the readiness capability that the Department of Defense relies on. We appreciate USTRANSCOM’s efforts to address the vaccine distribution effort as it pertains to American mariners and we urge Congress and the Administration to consider American mariners in the implementation of a strategy for the distribution of the Covid-19 vaccine.

Other major concerns for the maritime unions and US-flag shipping companies include crew rotation, pre- and post-employment quarantine, the repatriation of sick or injured seafarers and travel restrictions. As stated previously, obtaining medical care in foreign ports is a serious problem, in particular when local authorities will not allow mariners access to shore because of travel

restrictions. A related problem is the difficulty in changing out crews, for example when it is necessary to send sick or injured mariners home and bring aboard other crewmembers to replace them so that the vessel can continue its voyage.

Overall, while crew rotation delays have been reduced, isolated but serious cases still occur on a regular basis. Mariners sailing on military and commercial shuttle ships overseas continue to face restrictions at foreign airports when they are traveling to join their ships or return home. A further complication: mariners like all other travelers on entry into the United States are now required to present a negative Covid-19 test taken within three calendar days of departure.

We appreciate the assistance we have received from members of Congress, the Maritime Administration, the Department of Defense and the State Department to address crew rotation and related issues, especially those involving sick or injured mariners. It is important to the efficient operation of our fleet as well as to the health and morale of American mariners that crewmembers have access to reliable and professional health care in ports across the globe. We must take care of the people who are keeping the supply chain moving.

We must increase the number of qualified US-citizen mariners

One of the most important lessons learned from the pandemic is the urgent need to address the shortfall in the number of qualified US citizen mariners available to crew the government and privately owned vessels that the Department of Defense relies on in time of war or international emergency.

“With 85 percent of our forces based in the continental United States, nearly 90 percent of our military equipment is expected to deploy via sealift in a major conflict,” USTRANSCOM Commander Lyons said in November 2020. “In order to deploy those forces, we require safe, reliable and ready U.S.-flagged vessels, [and] mariners to crew those ships...”

Without the capability provided by the US-flag international fleet and its civilian mariner workforce, the Department of Defense would be forced either:

- to use its resources to replicate—at significant cost to the American taxpayer—the commercial sealift readiness capability provided by the US maritime industry; or
- to entrust our nation’s security to foreign flag-of-convenience vessels crewed by foreign nationals who may not be willing to support US defense operations.

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Reliance on foreign flag-of-convenience vessels to carry out this critical work would mean jeopardizing the flow of supplies and equipment—and, ultimately, the lives—of our forces overseas.

We can address the manpower shortage by ensuring that greater amounts of government-generated and commercial cargoes move on US-flag ships. Increasing the amount of government-generated cargo will increase the size of the US-flag fleet and with it the number of qualified American merchant mariners available to crew the vessels needed to meet Department of Defense requirements.

As history shows, American mariners have never failed to sail into harm's way when their country calls. There is no guarantee—no reason to believe—that foreign flag of convenience vessels and foreign crews would do the same.

Moving forward, it is essential that we focus on ways to increase the number of vessels operating under the US flag so that we can increase the number of American maritime jobs. Here are some ways to achieve this goal

The key role of cargo preference requirements

Without cargo, vessels do not sail and mariners do not have jobs. America's cargo preference laws, together with the Maritime Security Program, ensure that the US-flag international fleet has the cargo base needed to support US-flag vessel operations.

Cargo preference shipping requirements mandate that a percentage of US-taxpayer-financed exports and imports be transported on privately owned, US-flag commercial vessels to the degree that such vessels are available at fair and reasonable rates.

It is important to understand that every US-flag vessel—whether or not it has been selected to participate in the Maritime Security Program—has military utility because it contributes to providing the employment base necessary to maintain the cadre of American merchant mariners that the Department of Defense requires.

The enforcement of cargo preference requirements helps guarantee that American maritime jobs will not be outsourced to the benefit of foreign maritime workers and that the dangerous decline in the number of available American merchant mariners will not worsen.

To this end, we are encouraged by President Biden's recent "Buy America" Executive Order which includes maritime services within its scope. This statement of support from the highest office of the land sends a clear message that US-flag vessels and the jobs they provide are key elements of the Administration's economic policy.

In addition, legislation initiated by this committee to require an audit of cargo preference implementation and enforcement was incorporated into the final fiscal year 2021 defense authorizations legislation (PL 116-283). This demonstrates continued

Congressional support for existing US-flag cargo preference shipping requirements.

We appreciate the support for US-flag cargo preference shipping requirements and ask your help to ensure that all federal agencies that ship ocean cargoes fully comply with the spirit and the letter of the Congressionally mandated audit.

We also look forward to working with this subcommittee to consider changes to the cargo preference laws that would expand US-flag vessel operations and increase the number of American maritime jobs.

The Maritime Security Program

The Maritime Security Program and its fleet of 60 privately owned, militarily useful US-flag commercial vessels and their US-citizen crews form the backbone of America's commercial sealift readiness capability.

Since military operations began in Iraq and Afghanistan in 2002, 98 percent of the cargoes transported to the region moved on US-flag commercial vessels, government-owned vessels or government-controlled vessels—all crewed by US-citizen civilian mariners. In fact, since 2009, privately owned US-flag commercial vessels and their US-citizen civilian crews transported more than 90 percent of the sustainment cargo needed to support US military operations and rebuilding programs in Iraq and Afghanistan.


Vessels enrolled in MSP—all of which are also enrolled in the Voluntary Intermodal Shipping Agreement program, a related sealift readiness program, and all of which are crewed by US-citizen civilian mariners—carried 99 percent of these cargoes.

Today, the Maritime Security Program provides an employment base for approximately 2,400 US merchant mariners, all of whom are qualified to sail on oceangoing vessels and can be relied on to crew the government and privately owned ships that the Department of Defense needs.

In addition, MSP provides DOD with essential access to the multibillion-dollar global network of intermodal facilities and transport systems maintained by participating shipping companies. A 2006 report prepared for the National Defense Transportation Association and Military Sealift Command concluded that at that time, "the likely cost to the government to replicate just the vessel capacity provided by MSP dry cargo vessels would be \$13 billion."

USTRANSCOM estimated it would cost the government an additional \$52 billion to replicate the global intermodal systems made available to DOD by MSP contractors who are continuously developing, maintaining and upgrading their logistics systems.

So instead of the minimum estimated \$65 billion it would cost to replicate the MSP network, the existing program provides all of what is needed—militarily useful US-flag vessels, US-civilian maritime manpower and global intermodal systems—at a cost to the taxpayer in fiscal year 2022 of \$318 million.



We ask Congress to fund the Maritime Security Program at its Congressionally authorized level of \$318 million in fiscal Year 2022 so that these vessels will continue to operate under the US flag with American mariners and provide the commercial sealift readiness capability needed by the Department of Defense.

Another necessary step: a Tanker Security Fleet

In a 2019 letter to Congress, Gen. John Broadmeadow, then-Deputy Commander, US Transportation Command, warned that today's fleet of US-flag tankers "is insufficient to meet certain war plan requirements."

"As our mobility analysis continues to refine requirements," he added, "a 10-tanker program will be a welcome start to begin to address the gap in US-flagged bulk fuel delivery."

Similarly, a report released in February 2020 by the Center for Strategic and Budgetary Assessment noted that the Department of Defense "faces a gap of approximately 76 fuel tankers to meet surge sealift requirements," adding "a Tanker Security Program would be a rapid and cost-effective means to help address this gap..."

*A lesson learned from the pandemic:
the urgent need to address the
shortfall in the number of qualified
US-citizen mariners available to crew
the ships that DOD depends on.*

"...[M]ilitarily useful tankers would participate in the Voluntary Tanker Agreement, be equipped with capabilities for delivering fuel at sea via consolidated logistics tanking and would carry crews trained to support military operations during contingencies."

In response, with the support of members of this Committee, the fiscal year 2021 defense authorizations legislation (PL 116-283) authorizes the establishment of a tanker security fleet. The fleet will be comprised of 10 US-flag, US-crewed product tankers to help reduce our military's reliance on foreign-flag vessels by increasing the amount of fuel supplied and transported by American mariners on US-flag commercial vessels, consistent with the priorities of our national defense.

We ask all members of Congress to support funding this program as authorized by Congress (\$60 million in fiscal year 2022). We also look forward to working with Congress to ensure that this program not only enhances commercial sealift readiness and supports the Department of Defense supply chain but also attracts additional vessels to the US flag and increases the number of jobs available to American mariners.

We must halt the decline in the size of the US-flag fleet

In conclusion, we cannot discuss the state of the US-flag international fleet without addressing the reality that less than 2 percent of America's foreign trade is carried on US-flag vessels. This has resulted in a precipitous and dangerous decline in the number of US-flag ships engaged in the international trades, with a corresponding decline in the size of the US-citizen civilian mariner manpower pool.

It is imperative that the downward trend in the number of vessels operating under the US flag be not only stopped but also reversed, and that the outsourcing of American maritime jobs to the benefit of foreign workers be ended.

This not only means funding and supporting the programs and policies currently in place, including the cargo preference laws, the Maritime Security Program and the Tanker Security Fleet. It also means that bold, innovative action must be taken by our industry, Congress and the Administration, working together to develop and implement meaningful and effective programs and policies to increase the number of commercially viable US-flag vessels, increase the number of American maritime jobs and increase the amount of America's foreign trade carried aboard US-flag ships.

We look forward to working with you and your colleagues not only on the issues addressed above but on other initiatives, including those for example that result in federal tax policy and laws that incentivize shippers to use US-flag vessels and encourage, rather than discourage, investment in the US-flag shipping industry; that promote bilateral shipping and cargo sharing agreements with our trading partners; and that include a greater reliance on US-flag vessels as a means to achieve energy efficiency and a cleaner environment.

This would enhance our ability to serve as a military auxiliary in time of war by guaranteeing that our country has the US-flag ships with American crews it needs to provide the essential logistics support on which the Department of Defense depends.

Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Schedule of Board of Trustees Meetings

The first Board of Trustees meeting for 2021 is scheduled to take place March 10–11. 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 2021, the Plan's application to receive the subsidy has been approved. For 2020, the Plan has received approximately \$587,420.57 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 2020, we sent members the required annual notice that explains that the Plan's prescription coverage is "creditable" for 2021. For 2021, 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 2021. 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.

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 the 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, and they have not responded to the Plan.

2019 Annual Pension Confirmation Forms Needed for Plan Year 2018

Jackson Miller II
Antoine Tedmore

2020 Annual Pension Confirmation Forms Needed for Plan Year 2019

John Moralis
Roland Nalette
Dolores Hoffman
Julio Santana
William Walls

Earnings Limitations for Pensioners and Spouses Under 65 for the 2021 Calendar Year

I would like to remind pensioners and spouses under age 65 about the MM&P Health Plan Earnings Limitations for calendar year 2021. In December 2020, the Plan mailed an earnings letter to all affected participants and dependents with an affidavit that must be returned to the Plan Office. If you have not yet returned the affidavit, it is advised that you complete and return it as soon as possible.

Increase in Pensioners Earnings Limitation Jan. 1, 2021

The Trustees last year agreed to change the Plan rules to increase the Plan's pensioner annual earnings limitation, effective Jan. 1, 2021, to \$42,000. Effective Jan. 1, 2021, pensioners who are under 65 and who have retired under the MM&P Pension Plan with 20 or more years of pension credit, along with their dependents under 65 who are employed, will be able to receive annual earnings of up to \$42,000 without losing their health coverage under the Plan.

Air Ambulance Benefit

The Trustees have requested that I remind members and dependents that the Air Ambulance Benefit is limited to \$10,000.00 per incident.

The Trustees have been informed that members who live in areas such as Alaska, Texas and Washington states may be able to purchase a personal insurance policy for the whole family. It is our understanding that this policy costs between \$100 and \$150 a year for the whole family. This insurance could cover air ambulance costs above the Plan's maximum benefit of \$10,000.00, thereby saving you the cost of the air ambulance above the \$10,000.00.

Individual Retirement Account Plan, Pension Plan and Adjustable Pension Plan

Annual IRS Limitations for 2021

For your reference, we have listed below the Internal Revenue Service limitations for 2021. The defined benefit plan limits listed below apply only to participants in the Offshore Pension Plan and/or Adjustable Pension Plan. The 401(k) limits apply only to members whose collective bargaining agreements provide for IRAP/401(k) participation.

IRS Limitations for 2021

	2021	2020
Maximum Annual 415 Payout at Age 62 From a Defined Benefit Plan	\$230,000	\$230,000
Maximum Annual Contribution to an Individual's Defined Contribution Account Under 415 (c)	\$58,000	\$57,000
Maximum Effective 401(k) Deferral	\$19,500	\$ 19,500
401(k) Catch-Up Limit-Age 50 and Older	\$6,500	\$6,500
Maximum Amount of Annual Compensation That Can Be Taken Into Account for Determining Benefits or Contributions Under a Qualified Plan	\$290,000	\$285,000
Wage Base:		
a) for Social Security Tax	\$142,800	\$137,700
b) for Medicare	No Limit	No Limit

Please note, as of January 2013, individuals with wages/earned income of more than \$200,000 (\$250,000 for married couples filing jointly) pay an additional 0.9 percent in Medicare taxes. This Medicare surcharge is paid along with annual income taxes.



MITAGS Welcomes Members of UIG Great Lakes & Gulf Region

When winter ice arrives on the Great Lakes, the massive ships that service this major continental shipping hub put into harbor for upgrades and repairs. MM&P members who sail on the Great Lakes often take advantage of winter layup to take required courses and hone their professional skills. In January, MITAGS hosted several groups of Great Lakes & Gulf Region members who participated in the ECDIS class and the AB class.



MM&P members who work at Key Lakes attended the ECDIS class. (Left to right) James Bittner, MITAGS instructor John Brennan, James Stengel and Kyle Seegers.



MM&P members who work at Grand River Navigation practicing rope skills in the AB class. (Left to right) Christopher Kloss, Jonathan Waldeck, Sage Johnson and Konstantin Morris.

MLL Chief Mate Operations Course

A group of Offshore members participated in the MLL Chief Mate Operations Course in November. (Left to right) Daniel A. Mello, Ernest Joseph Caponegro, Mark Evans Hunter and Peter Brewster Santoro with MITAGS instructor Marston Albert.



Jonathan Kjaerulff Promoted to Director of Business Development



Jonathan Kjaerulff is the new MITAGS director of business development. He succeeds Bob Becker, who will maintain his association with MITAGS as a consultant.

Jon is a 1983 graduate of USMMA who has sailed in positions from deckhand to master aboard vessels all over the world. He founded Fremont Maritime Services in Seattle and, over the next 27 years, established a reputation as a pioneer in safety, survival and firefighting, working with thousands of mariners in the US and abroad. He has been part of the MITAGS Business Development Department since 2017, when MITAGS acquired Fremont Maritime Services.

“Jon brings unique skill sets to the organization, and we are very pleased to have him part of our team,” says MITAGS Executive Director Glen Paine.

“This is a very exciting and challenging time to be in the training business,” Jon says. “So many basic concepts about how, where and to whom we provide instruction and assessment have changed in the last few months... I look forward to helping MITAGS navigate these new, uncharted waters while maintaining our position as a leader in maritime training and simulation.”

PENSIONERS

Larry Aasheim, shipping out of East Coast ports. He last sailed for Maersk Lines Limited as master of the *Maersk Idaho*.

Edward Clauson, shipping out of West Coast ports. He last sailed for Matson Navigation as second mate aboard the *Matson Manoa*.

Francisco J. Colon worked for McAllister Towing Company in San Juan, P.R.

Dennis H. Hoak, shipping out of Gulf ports. He last sailed for Waterman as second mate aboard the *Green Wave*.

Clifford E. Hoitt Jr., shipping out of West Coast ports. He last sailed for APL Marine Services as third mate aboard the *APL Kennedy*.

Robert E. Murdock, shipping out of Gulf ports. He last sailed for AHL Ship Management as first assistant engineer aboard the *AHL New River*.

Dennis K. O’Laughlin, shipping out of West Coast ports. He last sailed for Waterman as master of the *Green Ridge*.

Mary Ridley worked as a benefit advisor in the MM&P Health and Benefit Department.

Ismael Rivera-Guilfuchi worked for McAllister Towing Company in San Juan, P.R.

James J. Sanders, shipping out of East Coast ports. He last sailed for Maersk Lines Limited as second mate aboard the *Maersk Denver*.



George Sogor, a member of the United Inland Group-Great Lakes & Gulf Region, retired from the Great Lakes Towing Company after 34 years of service, including as executive vice president and chief financial officer. MM&P United Inland Group-Great Lakes & Gulf Vice

President Tom Bell (*left*) joined other MM&P members and GLT employees at a luncheon recognizing his many contributions to the maritime industry on the Great Lakes.

Timothy J. Spikes worked at the Maritime Institute of Technology and Graduate Studies. MM&P thanks Brother and Reverend Spikes for his always friendly service shuttling our members between MITAGS and the airport and for his many years of heartfelt invocations and benedictions opening and closing our Union Conventions. We hope to have his spiritual guidance grace our Union Conventions for many more years into the future.

Sean P. Tortora was an MM&P member for 30 years. He spent



most of them working aboard Military Sealift Command underway replenishment (UNREP) ships. He last sailed for MSC as master of the *USNS Laramie*. He is now a professor in the Marine Transportation Department at the US Merchant Marine Academy.

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BECK NOTICE

Notice to All Union and Non-Union Members Regarding Their Rights Under NLRB v. General Motors and CWA v. Beck

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

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

Beyond these traditional rights of union membership, MM&P members and their families also enjoy an array of member-only benefits which, depending on membership group, include one or more of the following: Members’ Welfare Fund; Disaster Relief Fund; credit union eligibility; low-rate Union Plus credit card; Coast Guard Legal Aid program; license insurance program; access to the AFL-CIO Community Services Network, which includes family counseling, social services and food banks; support of numerous local and state labor alliances which have aided MM&P members during contract negotiations, demonstrations and job actions.

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

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

In calendar year 2019 (the most current year for which audited information is available), we have confirmed that no more than 5.78 percent of all MM&P expenditures were for non-chargeable activities. Please note that a significant portion of these non-chargeable expenditures were for activities aimed at maintaining and improving working conditions and benefits for all who work in our industry.

The union has adopted a Policy and Procedure Concerning “Financial Core Membership” Under NLRB v. General Motors and Communication Workers of America v. Beck (hereinafter called “the

Policy”), copies of which will be provided upon request or upon filing of objections regarding payment of non-chargeable expenses. Under the Policy, an employee in a bargaining unit represented by the union who is subject to a union security clause may opt-out of full union membership, and thus become an FCM, by submitting a written statement that includes the employee’s name, address, Social Security number, the name of the employer and a signed/dated declaration asserting that the employee desires to become an FCM. The statement must be addressed to the International Secretary-Treasurer at 700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953.

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

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

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

CROSS'D THE FINAL BAR

Scott F. Abrams, 78, Nov. 9, 2020. A resident of Redmond, Wash., and a pensioner since 2008, he last sailed for Matson Navigation as master of the *MV Maunalei*. He loved sailing, especially yacht races between California and Hawaii. He participated in 15 Transpac races, an event founded by his grandfather Clarence McFarland. He is remembered for his great sense of humor, very distinctive laugh, love of cooking, and sweet tooth for cookies and pies. He is survived by Gloria, his wife of 45 years; children Jennifer, Jim, Phyllis and Kane; seven grandchildren and four great-grandchildren.

Walter S. Arndt, 88, Nov. 14, 2020. A resident of Dayton, Nev., and a pensioner since 1992, he last sailed for American President Lines as master of the *SS President Pierce*.

James D. Brewer, 89, Nov. 17, 2020. A resident of Marrero, La., and a pensioner since 1985, he worked for Waterman Steamship Company as a port captain. He served in the Marine Corps and worked as a US Navy pilot. He was an avid golfer and a sports enthusiast who closely followed New Orleans Saints football and Notre Dame sports. "What James enjoyed most in life were his daily talks with his daughter Lisa, eating the sweets his daughter Trude baked, and talking sports and telling stories to his grandsons Eric and Greg." Survivors include his daughters Trude and Lisa; grandsons Eric and Greg; great-grandson Benjamin; nieces, nephews, family and friends.



in Toastmasters and his career as a mariner." He spent his life serving God in many capacities including leading the Christian

James Scott Cummings, 76, Sept. 20, 2020. A resident of Richmond, Texas, and a pensioner since 1995, he last sailed for Lykes Brothers Steamship Company as master of the *SS James Lykes*. "Whatever James ('Scott' to many) did, he did it fully and enthusiastically: Eagle Scout, volunteer at the fire department, competing

Service Brigade and sharing the gospel in special presentations. He is remembered for never being too busy to help people with all sorts of odd jobs. He is survived by his wife of 54 years, Ellen; daughters Terry and Alice; granddaughters Meghan and Courtney; four brothers and one sister; their spouses; and many nieces and nephews.

Edward H. Darcy, 79, July 12, 2020. A resident of Cheyenne, Wyo., and a pensioner since 1987, he last sailed for United States Lines as master of the *American Michigan*. He loved trains, ships, ocean life, travel and spending time with his family. He is remembered as "a brilliant man who was always up for conversing with others." He is survived by his sister Marie and nieces Audrey, Barbara and Valerie.

Gerald N. Eischen, 80, Oct. 17, 2020. A resident of Mesquite, N.Y., and a pensioner since 2005, he last sailed for Central Gulf Lines aboard the *MV Green Point*.

Paul J. Frank, 67, Oct. 31, 2020. A resident of Hazlet, N.J., he was a harbor pilot with Vinik Marine. He was a veteran of the US Army Reserve. He is survived by his wife of 21 years, Linda; son Jason; brother William and his wife Candace; and brother Peter.

Roy W. Gernhardt, 74, Nov. 7, 2020. A resident of Shavertown, Pa., and a pensioner since 2002, he last sailed for Central Gulf Lines aboard the *Green Lake*. He enjoyed being an active part of his grandchildren's lives. He is survived by his wife of 51 years, Marlene; daughter Elizabeth Gernhardt and her spouse; son Roy W. Gernhardt III and his spouse; grandchildren Kathryn, Adeline, Morgan, Emma and Ray John.

Serafin Juanche, 93, Nov. 6, 2020. A resident of San Francisco, Calif., and a pensioner since 1994, he last sailed for Sealand Services aboard the *Sealand Mariner*.

Floyd I. Kelly, 92, Oct. 24, 2020. A resident of Sante Fe, Texas, and a pensioner since 1993, he last sailed for Lykes Brothers Steamship Company aboard the *SS Ashley Lykes*.



Larry Willis, 53, Nov. 29, 2020. President of the AFL-CIO Transportation Trades Department and a resident of Chevy Chase, Md., he was an eloquent spokesperson for America's transportation workers.

"MM&P, the labor movement and working people have lost a true friend and advocate," said MM&P President Don Marcus. "Larry's tragic loss leaves a hole in the labor community and in our hearts. He will be terribly missed."

Under Willis's leadership, TTD played an active role in the annual effort to secure full funding for the Maritime Security Program. He was a fierce defender of cargo preference laws and the Jones Act.

"When we need sealift capacity in times of war and times of national emergency, those flag-of-convenience vessels with foreign crews—I promise you—will not be there," he testified last year at a Senate hearing on the Jones Act.

"The collective hearts of America's labor movement, particularly transportation unions, are broken by the tragic death of our brother, TTD President Larry Willis," said AFL-CIO President Richard Trumka. "Larry was respected across the aisle and throughout our movement."

"He was not motivated by fame or fortune—his end goal was always about doing the most good for the greatest number of people," said TTD Secretary-Treasurer Greg Regan. "Though his time with us has been cut short, Larry's legacy will live on in the legislation he helped shape, the policy makers he reached through thoughtful, sophisticated arguments, the colleagues and staff he influenced and mentored, and the working people he dedicated his life to."

CROSS'D THE FINAL BAR

Neil H. McElhearn, 59, Nov. 4, 2020. A resident of Staten Island, N.Y., he worked for Reinauer Transportation Company. He was a devoted coach and referee for Staten Island Pee Wee football leagues and a fan of the Yankees, Jets, Cowboys and Rangers. He loved spending time with his family and taking daily walks with Maureen, his wife of 18 years. Survivors include Maureen; children Neil Jr., Michael, Keryn and their spouses; siblings John and Tracy and their spouses; grandchildren Jordan and Maclyn.

Jesse McLain, 75, Sept. 3, 2020. A resident of Jacksonville, Fla., and a pensioner since 2000, he was a foreman with Register Contracting Company. He loved fishing and shrimping from his dock, working in his yard and helping neighbors and friends with special projects. He is survived by his wife Linda and daughter Tina; grandchildren Jessica, Coleman and Chloe; and great-grandson Brayden.

Kenneth W. Moore, 93, Nov. 2, 2020. A resident of Dinuba, Calif., and a pensioner since 1988, he last sailed for Sealand Services aboard the *Sealand Explorer*.



Patrick Murphy, 66, Dec. 17, 2020. A resident of Lakewood, Ohio, and a retired member of the United Inland Group—Great Lakes & Gulf Region, he worked for Grand River Navigation and also sailed for Cetacean Marine aboard the *RV Lake Guardian*. He is remembered as “carefree and happy, especially when his boat was

in the water.” Survivors include his wife Laura Mathews; children Allyson, Ann and Taylor; grandchildren Owen, Audalia, Emerson and Bodhi; siblings Paul, Pete, Jane, Bennet, John, Adele and their spouses.

Eric B. Nelson, 93, June 12, 2020. A resident of Raleigh, N.C., and a pensioner since 1988, he last sailed for States Marine Lines as master of the *Alice Brown*. In 1968, he was recruited by Duke University Marine Laboratory as assistant marine superintendent under John Newton. In 1973, Newton asked Eric to calculate and plot the possible location of the *USS Monitor*. With these calculations, Duke’s *RV Eastward* located the *Monitor* off the North Carolina coast. Eric became marine superintendent of the lab in 1974. He retired in 1990. He is survived by Loraine and daughter Caroline; sons Eric Jr. and Stephen; grandchildren Margaret, John, Ethan, Mathew, Carter and Daniel; his sister Jerry; and many nieces and nephews.

Vasilios Pazartzis, 84, Sept. 3, 2020. A resident of Karpathos, Greece, and a pensioner since 1997, he last sailed for Farrell Lines aboard the *Export Freedom*.

Charles J. Rice, 87, Oct. 4, 2020. A resident of Daphne, Ala., and a pensioner since 1999, he was a member of the United Inland Group-Atlantic & Gulf Region. He last sailed for St. Philip.

Leon H. Schneider, 98, Nov. 7, 2020. A resident of Verona, N.J., and a pensioner since 1969, he last sailed for Prudential Steamship Company aboard the *SS Ocean Jet*. He earned a number of medals for service to his country. His experiences included shipping out to Hawaii in 1941 on an oil tanker and returning one week before Pearl Harbor; surviving two Nazi U-Boat torpedoes; and traveling for the War Shipping Administration to London during the Blitz. He served on troop supply ships during the Korean War and the Vietnam War. He was a member of the Screen Actors Guild, appearing as a background extra on TV and in films including *The Royal Tenenbaums*, *As Good As It Gets* and *Keeping the Faith*. Survivors include his wife Tamara; children Eric, Ivan and Greta; siblings Henry and Sonia; numerous grandchildren; and extended family.



Richard R. Sherrill, 92, Nov. 16, 2020.

A resident of San Francisco, Calif., and a pensioner since 2008, he last sailed for Lykes Brothers Steamship Company aboard the *SS Charles Lykes*. He was a veteran of the Korean War. He and his partner Joseph Marino became retail business owners in San Francisco and enjoyed traveling the

world in retirement. His interests included collecting old clocks and listening to classical music. “He was an avid story teller who fascinated many people with tales of his life adventures.” Survivors include his brother Arthur, nephew Robert and niece Melody.

Paul M. Washburn, 97, Sept. 8, 2020. A resident of Jacksonville, Fla., and a pensioner since 1992, he last sailed for Lykes Brothers Steamship Company as master of the *MV Lyra Lykes*.

Edward J. Zielinski, 91, Oct. 19, 2020. A resident of Salem,



Mass., and a pensioner since 1993, he last sailed for Lykes Brothers Steamship Company aboard the *SS Mason Lykes*. He rose to the rank of lieutenant commander

in the US Navy and then served in the Naval Reserve for many years. In honor of his contributions to education, the city of Salem renamed a street Zielinski Way. He served various organizations including the Mass Maritime Alumni Association. He was Race Marshall at the Wild Turkey 5K Race, with his last volunteer assignment at age 90. He and Dolores, his wife of 63 years, enjoyed the Salem Philharmonic, classes with Explorers Lifelong Learning and attending St. John the Baptist Polish Catholic Church in Salem. He was a fan of all Boston sports teams. He is remembered as “living life with energy, purpose and integrity, enriching the lives of his many colleagues, shipmates, friends and family members.” Survivors include his wife Dolores; children Michael, Steven, Ellen and their spouses; granddaughter Rosa; his sister Jane Koza; sister-in-law Ellen and brother-in-law Walter; nieces and nephews John, David, Jack, Lori and Walter IV.



HONOR ROLL OF PCF CONTRIBUTORS

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

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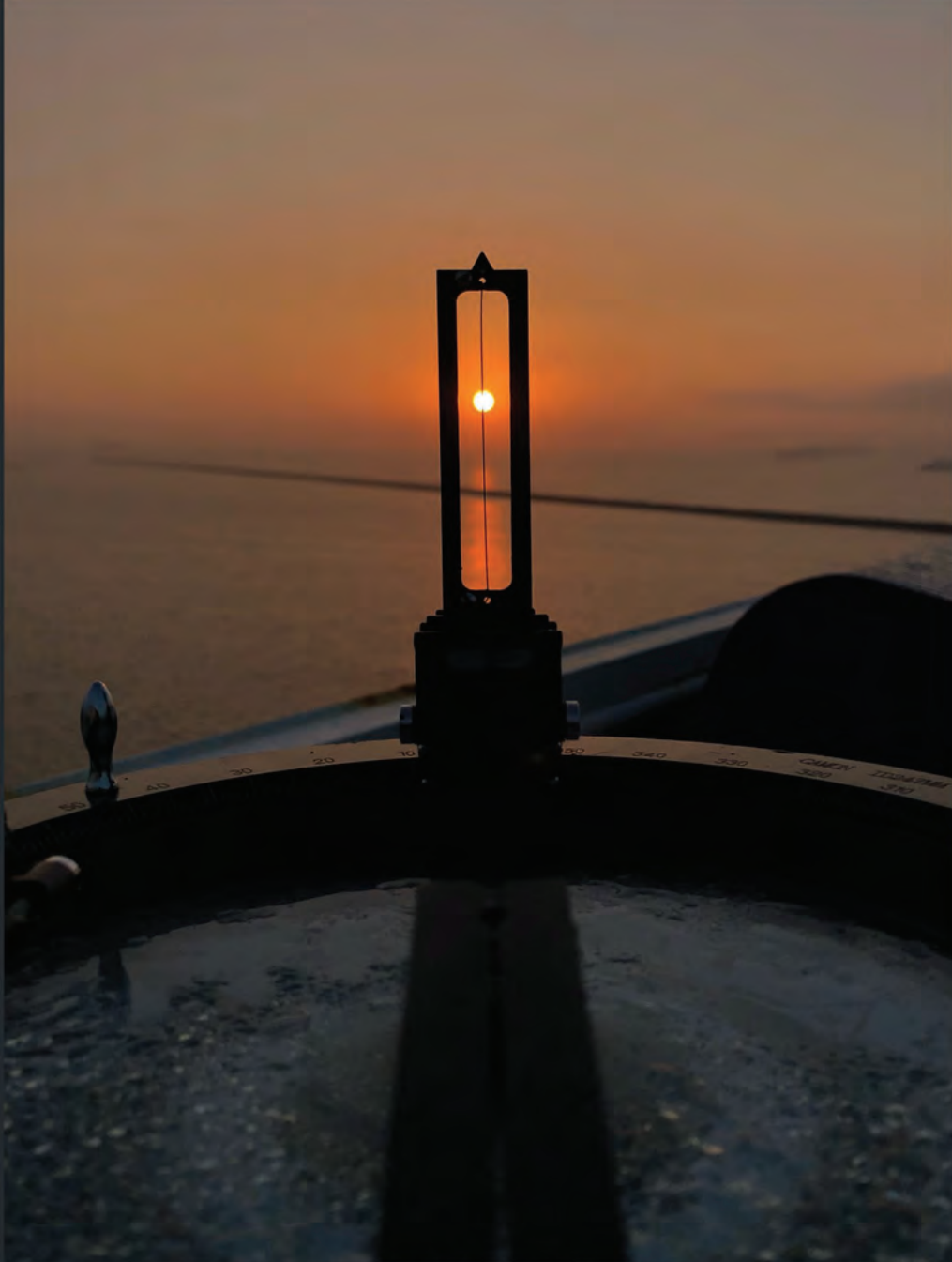


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"Early Morning @ Long Beach aboard *President Wilson*." Photo by Gabriel Broida 3M



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