



The Master, Mate & Pilot

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





The Master, Mate & Pilot

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About the Cover

Delegates representing the union’s five membership groups took part in the 87th MM&P Regular Convention in July. Complete coverage appears in this issue.

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FROM THE PRESIDENT

Jones Act Redux

Union Sisters and Brothers:

MM&P conducted its 87th Convention in excellent spirits this summer. Our elected delegates arrived at International Headquarters from as far away as Hawaii, Alaska, Puerto Rico and Panama. They went about the business of governing our Union in the same professional and conscientious manner as our members manage their duties aboard ship. While the challenges do not let up, our job base is strong and the structure and finances of our organization will continue to support our mission.

Among the convention speakers was an old friend and former employer of MM&P members: Steve Miceli, owner of Trinity Ship Management of Portsmouth, Va. Those who have worked aboard our dredges or the *USNS Prevail* will remember him. He spoke eloquently of some of MM&P's battles in years gone by and of the prevalence in today's business environment of "greed and avarice," which have destroyed what was once the social compact between labor and capital. He also warned the assembled delegates of the dangers of complacency.

In my role as MM&P president, I must observe that complacency is something that neither the vast majority of our members nor our officials, representatives and staff can be accused of. Complacency is by no means an option when you have been under siege as long as can be remembered! But in one sense, the warning was spot on: the danger of being complacent regarding the continued survival of the Jones Act.

We cannot assume, based on the victories of the past, that the Jones Act will be the law of the land 10 years from now... or even tomorrow. Success is by no means assured in the fight against those who would destroy the Jones Act and by extension the U.S.-flag Merchant Marine. As one who remembers the failed efforts of anti-Jones Act crusader and peanut millionaire Rob Quartel decades ago, I am painfully aware that a red flag has been raised. The Anti-Jones Act contingent is larger than ever. It includes not only "free-trade" frauds like Rob Quartel and his plutocrat friends at the Heritage Foundation and Cato Institute, but also individuals and organizations on the "Progressive Left."



The expansion of the campaign of blatant misinformation into general public perception goes to prove the old adage that "the bigger the lie and the more you repeat it, the more people will believe it."

In August, I was pleased to have the opportunity to offer maritime labor's perspective on the Jones Act to a distinguished group of labor leaders in Puerto Rico, the proverbial and literal "eye of the storm." The Labor Council for Latin American Advancement is a national labor organization founded in 1972 by local Latino trade union communities to organize and mobilize Latinos in the labor movement and to promote social justice for all workers. The group, which represents some two million workers across the United States, was conducting its National Membership Convention in San Juan. The Executive Board requested an informational session with maritime labor.

MM&P Representative in Puerto Rico Eduardo Iglesias, Seafarers' International Union Puerto Rico Representative Amancio Crespo and I presented our views and answered questions from a group of experienced and accomplished national and regional labor leaders. Through no fault of their own, their knowledge of the Jones Act was largely limited to the misleading and one-sided negative propaganda that has been disseminated in the national press since the devastating hurricanes of 2017. Suffice it to say that the information that maritime labor shared at the meeting was light years away from the view of the general public, particularly in Puerto Rico.

Almost a hundred years after the passage of the Jones Act, also known as the Merchant Marine Act of 1920, it is important to remember why the Jones Act was enacted in the first place. The impetus for the law was the acute

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shortage of American shipping and shipbuilding capacity at the outset of the First World War. In 1914, when the war started in Europe, there were not enough ships available to transport American exports. The European belligerents either recalled their shipping to safer waters, as in the case of the Central Powers or, in the case of Britain and France, assigned their merchant ships to war-critical transportation.

American farmers and manufacturers were unable to ship their products and in 1914, a recession resulted. President Wilson attempted to pass a merchant marine bill in 1915, but it failed in Congress. It wasn't until the Merchant Marine Act of 1916 that a comprehensive effort was made to address the shortcomings of the U.S. fleet as it then existed. The law created the U.S. Shipping Board and Emergency Fleet Corporation. When combined with the Seamen's Act of 1915, which protected seamen's rights and American jobs aboard U.S.-flag ships (the life's work of Sailors' Union of the Pacific and International Seamen's Union President Andrew Furuseth), the foundation for the modern U.S. merchant marine was established.

The Merchant Marine Act of 1920 built on the 1916 legislation. Among other features (including establishing effective legal remedies for injured seamen), the Jones Act was intended to ensure that in the future the United States would have sufficient ship-building capacity and tonnage to "carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency."

Several conditions that existed during the Congressional debates on the Merchant Marine Acts of 1916 and 1920 are still very much in evidence today: the United States still relies, for example, on ocean-going transport for its commerce; the United States continues to require ocean-going transport for support of its military overseas; and the costs of building ships in the United States and of operating U.S.-flag vessels continue to be higher than in other parts of the world.

Accordingly, the question remains whether to support a strategic national industry or to rely on foreign shipping interests and foreign mariners for the national economic and military security of the United States. The Jones Act supports the U.S. merchant marine and U.S. shipbuilding capacity. Approximately 50 percent of deep sea commercial mariners are employed in the Jones Act trades and many thousands of inland mariners owe their jobs to the legislation.

In Puerto Rico, where deep-seated resentment of federal neglect and exploitation continue—understandably—to

resonate, the Jones Act is best explained as a law that protects workers employed in a fundamental occupation that has a proud tradition on both the island of Puerto Rico and the mainland.

The Jones Act in fact represents exactly the type of law that a benevolent U.S. Congress would design for the shattered economy of Puerto Rico: protective legislation that would facilitate the development of local industry, the rebuilding of local infrastructure and the advancement of the social welfare of Puerto Ricans. (Of course, the same sort of legislation would be helpful in the many regions of our country that will never be revived by the prevailing economic fantasy of "trickle-down" economics.)

For those on the Left who are rightly concerned about endemic deprivation and neglect in Puerto Rico, attacking the Jones Act is a false target. For those on the Right—the plutocrats who preach the benefits of "free trade" and the wonders of flag-of-convenience shipping and who care nothing about Puerto Rico or Puerto Ricans—the goal is simply to destroy yet another American industry in the name of global, "flag-neutral," corporate greed.

What would eliminating the Jones Act do for the people of Puerto Rico? According to the comprehensive Government Accountability Office (GAO) report of 2013 (reference GAO-13-260) the effects of modifying or eliminating the Jones Act would be "highly uncertain." The agency could not reach a definitive conclusion. In fact, the study found that even the simple question of the impact of shipping rates on the cost of goods in Puerto Rico "is difficult, if not impossible to determine with precision."

Of course, there have been many private studies funded by groups on both sides of the debate. In my mind, the GAO report is the most definitive research on the topic to date. As might be expected by any honest person who understands transportation, there are many variables to consider when talking about the possible effects on Puerto Rico of eliminating the Jones Act: likely loss of direct, dedicated, reliable service to and from the Island; loss of equipment developed specifically for the purely domestic trade (i.e., 53-foot trailers, 48-foot and 40-foot containers vs 20- and 40-foot containers used in international trade); increased costs of warehousing inventories, costs that are inherent in a less regular schedule of service; uncertainty regarding regulatory schemes that would take the place of the Jones Act; and the effect of competition or the lack thereof on freight rates.

While it is undeniable that the cost of building and operating a vessel under the Jones Act is higher than building a ship in China, registering it under the flag of, for example, Vanuatu and crewing it with the cheapest, most oppressed labor available on the world market, it does not follow that any such “efficiencies” would get passed on to consumers in Puerto Rico. Shipbuilding and crewing costs are only two components of the total transportation cost of getting cargo from point A to point B. There are many other costs involved: inland transportation; marine terminals; containers and container handling equipment; port cargo handling; vessel fuel; vessel maintenance and repair; local taxes, sales and administrative expenses. These costs greatly outweigh the differential between building and crewing a vessel in the United States versus on the international market.

Even if it could be shown definitively that two or three cents on the dollar could be saved by eliminating the Jones Act, does anyone seriously think that the two or three cents would be passed on to the consumer?

The actual costs of shipping do not necessarily establish freight rates, nor do freight rates determine consumer prices. Competition and many other factors determine what the consumer is ultimately charged. To suggest that eliminating U.S. mariners and U.S. shipbuilders would suddenly bring low cost transportation and cheaper consumer prices to Puerto Rico is to ignore reality.

A look at other islands in the Caribbean bears this out. The Jones Act does not apply to the Dominican Republic, Haiti, Cuba, Jamaica, Trinidad and Tobago or the Virgin Islands. All are served by the global flag-of-convenience (FOC) system.

Shipowners engaged in FOC shipping, including many Americans, can:

- avoid paying taxes;
- hide true ownership to avoid civil and even criminal liability;
- scour the world for the cheapest ship registry, one that sets minimal requirements for compliance with international safety and environmental standards;
- seek out the cheapest and least demanding vessel classification society;
- buy the cheapest ships on the market, built by exploited shipyard workers in China or elsewhere;

- and of course, shop for the cheapest seafaring workforce. If mariners recruited in the Philippines cost more than the desired minimum labor cost: no worries! Lower cost mariners can be recruited in Myanmar.

All the islands of the West Indies are suffering under our global economic system. Many are underserved by international shipping interests free to charge whatever the market will bear for whatever limited services they decide to provide in league with their theoretical competitors. In fact, shipping costs in the Jones Act-free U.S. Virgin Islands are actually higher than in Puerto Rico. International shipping is no panacea!

Yet, this is the system that the Heritage Foundation, the Cato Institute, the Rob Quartels and right wing “free-traders” would have us believe will bring prosperity to Puerto Rico. Just like international FOC shipping has brought abundance to Jamaica and the Dominican Republic! These are the same miscreants who want to keep Puerto Rico in debt service to the banks, who resist any tax law modifications, bankruptcy law revisions or industrial policies to help the people of Puerto Rico in their hour of need.

Deflecting public opinion away from meaningful support and against the Jones Act is nothing more than a ruse. Even if the Jones Act were eliminated tomorrow, it would do precious little and most likely nothing to assist the average Puerto Rican. Some 1200 Puerto Ricans directly engaged in the industry would be added to the unemployment rolls, ocean transportation service would almost certainly become less reliable and consumer prices would just as likely go marginally up as down.

International carriers are not philanthropists. This needs to be recognized by the Left and by others who may be seduced by anti-Jones Act rhetoric. Well-intentioned friends of Puerto Rico may become complicit in killing American, including, of course, Puerto Rican, jobs. It would accomplish nothing for the citizens of Puerto Rico, serving only to help the top 1% in squeezing a little more juice into their bottomless punchbowl.

To help Puerto Rico and other depressed areas of our country, we should be advocating to rein in the institutions that are robbing working people. Fairly recently Puerto Rico had a thriving pharmaceutical industry, computer and electronics plants and a medical supply industry. Destroying the Jones Act will not reform an economic system that has

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effectively impoverished the island.

Consider some of the lies that have been spread about the Jones Act:

- **Only U.S.-flag ships call in Puerto Rico.** This is as absurd as claiming that only U.S. flag ships call in New York Harbor. Well over half the vessels that call in the ports of Puerto Rico are foreign flag. The Jones Act only applies to the transport of cargo between U.S. ports, including Puerto Rico, Hawaii and Alaska: that is, cargo that is loaded and discharged between U.S. ports. This is no different than the requirement that U.S. air carriers transport passengers who are only travelling between U.S. airports. In 2016, 57% of San Juan's port traffic was carried by foreign vessels to and from foreign ports.
- **Foreign vessels calling in Puerto Rico must pay punitive tariffs, fees and taxes which are passed on to the consumer.** Foreign vessels calling in Puerto Rico are treated no differently than foreign vessels calling in the ports of New York, Houston or Los Angeles. Puerto Rico is subject to the same U.S. customs regulations and tariffs applicable to all other ports on the U.S. mainland and in Alaska and Hawaii.
- **The humanitarian crisis in the aftermath of Hurricane Maria resulted from the Jones Act.** Apart from the lie about only U.S. ships serving Puerto Rico, this is the most outrageous. The fact is, after Hurricane Maria, container loads of relief cargoes were stacking up on the docks and could not be distributed inland due to the destruction and inadequacy of local infrastructure. Under the time-honored anti-Jones Act strategy of "never let a crisis go to waste," lack of shipping was cynically blamed for the suffering of Puerto Ricans. The reality was that washed-out roads, destroyed bridges, shortages of fuel and drivers, unusable warehouses, lack of electrical power for refrigeration, lack of communications equipment and a myriad of other problems were to blame. Shipping was available and, in fact, the cargo was there, but it could not be distributed efficiently.
- **The maritime industry and "the unions" oppose Jones Act waivers.** Once again, the facts get in the way of the anti-Jones Act story-line. The industry and, in fact

"the unions" in particular have not and will continue to NOT oppose Jones Act waivers when they are necessary. It's been demonstrated time and time again. Limited waivers, when justified, have not been opposed. Labor did not oppose the waivers occasioned by hurricanes Katrina, Sandy and Irma, when it was clear that sufficient U.S.-flag tank vessels were not readily available for the distribution of petroleum products.

A few years ago at a U.S. Coast Guard Foundation function, I found myself at a table with a Jones Act employer who operated in the oil and mineral industry in the Gulf of Mexico. He sanctimoniously pronounced that the U.S. Merchant Marine had been destroyed by labor unions. This was much the same falsehood as was spread by opponents of the Seamen's Act of 1915, which protected seamen's rights and American jobs.

My response was and is that without the maritime unions, there would be no U.S. Merchant Marine. There might be ships with U.S. flags on the stern, but there wouldn't be U.S. citizen mariners working aboard them, making family-supporting wages and with the pensions, health care and decent working conditions that make life at sea worthwhile.

We are fighting for a U.S. Merchant Marine employing U.S. mariners sailing U.S.-built ships in the domestic trades and sustaining not only our national economic, military and homeland security but our families and livelihoods. We are fighting for the same thing that the people of Puerto Rico want for their own families: opportunity and prosperity. We are opposed by the same forces: the plutocrats and kleptocrats who would reduce us all to servitude—be it at sea aboard an FOC ship or living on an impoverished, debt-ridden island in the Caribbean.

We are fighting the same enemy. We cannot be complacent in this fight and we need to let our Sisters and Brothers on the Left, in Puerto Rico and elsewhere, know that we are all manning the same barricade.

Fraternally,

Don Marcus
MM&P President

Jones Act Once Again in the Crosshairs

The Cato Institute (Cato), a corporation-backed group that says it is fighting to “open markets,” has announced a new campaign aimed at repealing the Jones Act.

The Jones Act protects the jobs of all MM&P members, employees and U.S.-citizen mariners by requiring that cargo moving between U.S. ports be carried on ships that are U.S. built, U.S. crewed and U.S. flagged.

In a release to the press, Cato said it is stepping up its campaign to repeal the law. The announcement immediately drew fire from the American Maritime Partnership (AMP) and other supporters of the U.S.-flag fleet and the American Merchant Marine.

“Cato’s Jones Act analysis misses the law’s national, homeland and economic security benefits,” the AMP said in an official statement.

“The Jones Act continues to enjoy broad bipartisan backing today because it supports American jobs and the U.S. economy, preserves our ability to defend our nation, and makes our nation more secure.”

AMP said Cato “misstates the law’s national security benefits, ignores its contribution to homeland security and mischaracterizes its economic contribution to our nation.”

Cato sarcastically refers to “those who actually believe the law is essential to national security,” AMP continues.

“Notable vocal ‘believers’ include Secretary of the U.S. Department of Defense James Mattis; Vice Chairman of the Joint Chiefs of Staff Gen. Paul Selva; former U.S. Coast Guard Commandant Adm. Paul Zukunft; multiple four-star generals who have led the U.S. Transportation Command, which oversees all military cargo logistics; multiple commanders of the U.S. Military Sealift Command; Secretary of the U.S. Department of Transportation Elaine Chao; and national security experts in Congress and beyond.”

As part of its anti-Jones Act campaign, Cato claims that the Jones Act raises consumer costs. It concedes, however, that it does not have any data to support the claim.

Studies by AMP and others, including the non-partisan Government Accountability Office, have found that the Jones Act has no effect on consumer prices.

Compliance With Regulations on Hours of Work and Rest

Ship masters and all other mariners with crew members working under their charge are reminded of the requirement to ensure compliance with work/rest hour regulations.

As all professional mariners are aware, failure to ensure compliance with work/rest hour requirements is a violation of federal administrative law.

Please be advised that it has been brought to MM&P’s attention that a management-level USCG Licensed Officer was recently issued a Letter of Warning for failure to ensure compliance with work/rest requirements for crew members working under his/her charge as provided in 46 CFR 15.710.

This section of the Code of Federal Regulations specifies:

§ 15.710 Working hours. In addition to prescribing watch requirements, 46 U.S.C. 8104 sets limitations on the working hours of licensed individuals and crew members, prescribes certain rest periods and prohibits unnecessary work on Sundays and certain holidays when the vessel is in a safe harbor.

It is the responsibility of the master or person in charge to ensure that these limitations are met.

However, under 46 U.S.C. 8104 (f), the master or other licensed individual can require any part of the crew to work when, in his or her judgment, they are needed for:

- (a) Maneuvering, shifting berth, mooring, unmooring;*
- (b) Performing work necessary for the safety of the vessel, or the vessel’s passengers, crew, or cargo;*
- (c) Saving of life on board another vessel in jeopardy; or*
- (d) Performing fire, lifeboat, or other drills in port or at sea.*



Members are strongly encouraged to take action and/or to notify their employer of potential problems in complying with work/rest hour regulations and to ensure that accurate hours of work/rest logs are maintained.

NEWS BRIEFS (CONTINUED)

New Study Shows Jones Act Does Not Raise Prices in Puerto Rico

A new study concludes that retail prices in Puerto Rico are not higher because of the Jones Act.

The Jones Act is the law that protects the jobs of everyone who works directly or indirectly for the U.S.-flag shipping industry, including all MM&P members and employees. It requires that vessels moving shipments between points in the United States be U.S. owned, U.S. built and U.S. crewed.

The Jones Act does not prohibit foreign vessels from transporting supplies to Puerto Rico. In fact, nearly two-thirds of the vessels calling on Puerto Rico are foreign flag and nearly all the fuel transported to Puerto Rico is delivered aboard foreign-flag vessels.

The new study, which was sponsored by the American Maritime Partnership, compared retail prices for a number of products in Puerto Rico with those charged in Jacksonville, Fla.

“The findings of our analysis show that reliable, efficient and regular Jones Act services benefit consumers and businesses on the island, and no evidence suggests that exempting Puerto Rico from the Jones Act would reduce consumer prices in Puerto Rico,” said John Reeve, the lead economist on the study.

“On the contrary,” he said, “such an action may well increase prices.”

Reeve said researchers found that prices charged for a number of grocery items and durable goods in Walmart stores in San Juan were the same as those charged by Walmart stores in Jacksonville.

These results are in keeping with a 2012 study by the non-partisan Government Accountability Office.

Both studies contradict claims made by anti-U.S.-flag groups such as the Heritage Foundation that are working to promote the interests of foreign-flag shipping interests in the domestic market.



The new study found no difference between retail prices charged at one chain's stores in San Juan and Jacksonville for a “basket” of groceries and durable items.

The new report says freight rates for shipments from the United States to Puerto Rico are similar to those to other Caribbean destinations.

A chart in the report compares revenue per container in the Puerto Rico trade to other Caribbean locations. Revenue is 11 percent lower on shipments to the Dominican Republic, 5 percent higher on shipments to Haiti, 16 percent higher on shipments to St. Thomas and 44 percent higher on shipments to St. Croix.

“Clearly, Puerto Rico is not suffering a significant disadvantage in terms of freight rates,” the authors write.

Additionally, they note that shippers have the option of having cargo transported on foreign-flag vessels from overseas locations directly to Puerto Rico.

The researchers say that if shippers believed the use of Jones Act carriers was negatively affecting their bottom line, they would not choose to use them.

Fight the Criminalization of Mariners: Please Take the Nautilus Survey!

The criminalization of mariners continues to be a grave problem: men and women who work in the maritime industry are still being scapegoated following accidents at sea.

The Nautilus Federation—of which MM&P is a member—has been at the forefront of campaigns to help make sure that seafarers are treated fairly.

Please take a few minutes to complete a brief, confidential survey, the results of which will be presented to the IMO.

The survey is posted at <https://www.surveymonkey.co.uk/r/FairTreat18>

It is open to all 90,000 members of Nautilus Federation unions and will be live until December 31.

The results will be compared with those of a 2010 Nautilus survey to see if the situation has changed.

The findings of the 2010 survey were stark: 20 percent of respondents said they had been involved in legal action related to an accident or incident that took place on the job, while over 90 percent said they were worried about being criminalized.

APL Flags-In Five Ships To Replace the C-11s

The officers and crew of *President Kennedy*, the first of five new vessels to be flagged-in to the APL fleet to replace the C-11s, celebrated the ship's maiden arrival at the Port of Yokohama on July 21. The 7500-TEU containership, formerly the *CMA CGM Narmada*, replaced the *APL Philippines*.

MM&P licensed deck officers are at the conn of the *President Kennedy* and all APL vessels.

The other newly flagged-in APL ships are the *President Eisenhower*, the *President Franklin Delano Roosevelt*, the *President Wilson*, the *President Cleveland* and the *President Truman*. All the newly flagged-in vessels are being deployed in APL's Eagle Express 1 (EX1) service.

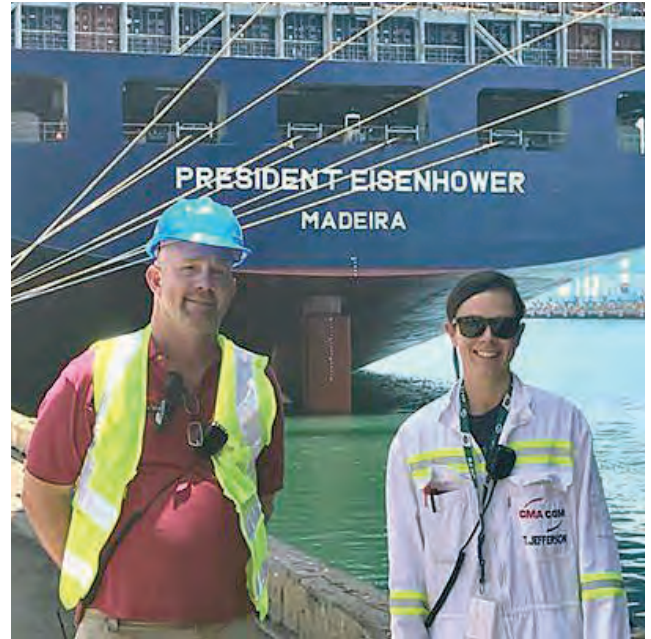
APL says the EX1 service now offers a faster transit from Los Angeles to Yokohama, arriving in Japan two days' sooner than before. The EX1 service rotation is: Qingdao; Shanghai; Busan; Los Angeles; Oakland; Yokohama; Naha; Busan; Qingdao.

EX1 cargoes bound for Guam and Saipan via APL's Guam Saipan Express (GSX) service from Yokohama will now reach Guam every Monday, the earliest cargo arrival of the week on the island, the company says.

APL brought the newer vessels in from the CMA CGM international fleet to replace the five C-11s.

The C-11s were approaching the Maritime Security Program (MSP) 25-year dry cargo vessel age limit.

The newer ships, which will assume the C-11s' MSP operating agreements, range in age from three to 12 ½ years.



Captain William Westrem and Mate Lillian Gallo aboard the *MV President Eisenhower* in San Pedro, Calif. APL is flagging-in five ships to replace the five C-11 class ships. All the new ships are named after U.S. presidents.

PROTECT YOUR JOB: TAKE ACTION NOW!

The mid-term elections are just a few months away.

We need to elect members of Congress who will support the U.S.-flag fleet and keep U.S. maritime jobs from being outsourced.

Please go to bridgedeck.org now and click on the "1-Click PCF Donation" button in the top right-hand corner of the home page.

Stand with your union brothers and sisters!

Support the MM&P Political Contribution Fund by making a contribution to the PCF today.



Interloper in the Port of San Pedro celebrates the flagging-in of APL's *MV President Eisenhower*.

NEWS BRIEFS (CONTINUED)

Matson Christens First of Two New Aloha Class Ships

MM&P-contracted Matson has christened the *Daniel K. Inouye*, the first of two new Aloha Class containerships.

MM&P President Don Marcus and Pacific Ports Vice President Lars Turner represented the union at the ceremony, which took place at Philly Shipyard.

Also present were MM&P members Frank Reed and Leonard Lambert. Reed will be the first captain of the vessel. Lambert will be the first chief mate.

All the Matson vessels are crewed by members of Masters, Mates & Pilots.

The ship will be delivered to Matson in the third quarter of 2018. A sister ship will be delivered in the first quarter of 2019.

Designed specifically for Hawaii service, the two will be the largest containerships ever built in the United States.

Sen. Daniel Inouye, a highly decorated World War II veteran and a powerful advocate for the U.S.-flag fleet, represented Hawaii in Congress from 1959 until his death in 2012, first as a member of the House of Representatives and then as a member of the Senate.

The 850-foot long, 3,600-TEU Aloha Class vessels will be Matson's largest ships.

They will also be faster, designed to operate at speeds in excess of 23 knots. The ships are designed to navigate safely into some of Hawaii's smaller ports.

Matson says the new vessels will incorporate a number of "green ship technology" features that will help protect the environment, including a more fuel efficient hull design, dual-fuel engines that can be adapted to use liquefied natural gas, environmentally safe double-hull fuel tanks and fresh water ballast systems.



Matson's *Daniel K. Inouye* is the largest containership ever built in the United States.

Congress Restores Long-Term Travel Rates for DOD Employees



Rep. Derek Kilmer (D-Wash.) has been urging his colleagues in Congress to restore travel reimbursement rates for Civil Service mariners and other Defense Department civilian employees.

Controversial regulations that slashed travel reimbursement rates for Civil Service mariners and other Department of Defense (DOD) employees will soon be reversed.

Under existing regulations, a DOD employee traveling for 31 to 180 days receives a per diem reimbursement of only 75 percent of the locality rate (for example, a \$108 per diem rate if the standard government-wide per diem is \$144).

A DOD employee on travel for longer than 180 days receives a per diem reimbursement of only 55 percent of the locality rate (for example, a \$79 per diem rate if the standard government-wide per diem is \$144).

Friends of MM&P in Congress, including Sen. Mazie Hirono (D-Hawaii) and Rep. Derek Kilmer (D-Wash.), have been fighting to correct this injustice since 2014, the year the cuts were introduced.

Language to restore DOD travel reimbursement rates to their previous levels is included in the 2019 National Defense Authorization Act, which was signed into law in August.

"Passage of this provision demonstrates how important it is to have supporters in Congress who appreciate the sacrifices that MM&P members and their families make on a daily basis," said MM&P Government Fleet Representative Randi Ciszewski.

Hirono called restoration of per diem rates for Civil Service mariners and other DOD employees "long overdue."

"Military members and DOD civilians should not have to worry about potential financial burdens and red tape related to travel away from home," she said in a statement.

NEWS BRIEFS (CONTINUED)

MM&P Settles Three Washington State Ferries Contracts

Negotiations for the 2019-21 collective bargaining agreements with Washington State Ferries (WSF) have been settled for a significant wage increase and changes to contract language that will improve working conditions for MM&P members who sail as masters and mates of the 22-vessel fleet.

MM&P also settled the contract for the WSF Watch Center Supervisors/Fleet Facility Security Officers.

Chief negotiator on the contracts was MM&P Regional Representative Dan Twohig.

The union settled the contracts for 180 MM&P members with a 6 percent wage increase along with:

- beneficial changes to the vacation/comp-time rules;
- changes to the dispatching rules; and
- a major change to the bidding/seniority bumping process that better serves seniority and takes into account the 28 percent pay increase afforded to the classification of Staff Master that was awarded to MM&P in arbitration after the last round of negotiations in 2016.

This is the first time in recent memory that the State of Washington and MM&P have settled the contracts without going through the arbitration process.

Congratulations to the MM&P negotiating team which included Bryan Hanley, Dave Cole, Jamie Pelland, Noah Landau, Alison Seamans, Ben Berke, Harlow Wood, Joel Michelson, Marie Waterman and Scott Braymer.

Twohig says that continued successful efforts to improve the working conditions of MM&P members will help the union and the company field the highly trained deck officers needed to move people and commerce across the Puget Sound Region.

Congratulations to the MM&P negotiating team which included Bryan Hanley, Dave Cole, Jamie Pelland, Noah Landau, Alison Seamans, Ben Berke, Harlow Wood, Joel Michelson, Marie Waterman and Scott Braymer.

Washington State Ferries has been experiencing a surge in retirements in the past few years and is in need of deck officers to operate its fleet.

Minimum license requirements include an unlimited inland mate license or equivalent, along with federal pilotage endorsements for the Puget Sound Ferry routes.

WSF solicits for new employees in the fall who then are hired and trained to serve as deckhands (ABs) while obtaining the familiarization trips necessary to sit for pilotage endorsement testing with the Coast Guard.

Once the licensing requirements are met, new mates are put through a period of intense training and orientation before becoming fully qualified as chief mates aboard any vessel on any run in the fleet.

Mariners who are interested in employment with Washington State Ferries should contact Dan Twohig in the Seattle Hall.



Members of the MM&P Washington State Ferries negotiating committee at the Seattle Hall: Alison Seamans, Joel Michelson, Harlow Wood, Jamie Pelland, Ben Berke and Noah Landau. (Not pictured: Bryan Hanley, Dave Cole, Marie Waterman and Scott Braymer). This is the first time in recent memory that the State of Washington and MM&P have settled the contracts without going through the arbitration process.

Reminder to all MM&P members: send us your photos for publication in *The Master, Mate & Pilot*, on bridgedeck.org and on social media. We want to hear about your travels! Send your photos to communications@bridgedeck.org or submit them via Facebook.

New Tax Law Generates Payouts for the Top 1%, Nothing for Anyone Else

The tax cuts passed by Republicans in Congress at the end of 2017 are further enriching corporate executives and the wealthiest elites. But the vast majority of Americans have seen no significant gains.

The new law reduced the corporate tax rate from 35 percent to 21 percent. President's Trump's Council of Economic Advisers had predicted that, as a result of the tax cuts, working Americans would receive, on average, raises totaling \$4,000 to \$9,000.

But although a small number of companies announced one-time bonuses after the law was signed, the U.S. Bureau of Labor Statistics reported in June that when inflation was factored in, wages for nonsupervisory workers actually fell by 0.1 percent from May 2017 to May 2018.

And a study released in May found that the tax cuts "have provided no income boost for workers making less than \$200,000 per year." The study was conducted by professors at the Harvard Business School and Duke University.

They found that "the small number of earners above the \$200,000 income level have reaped gains" as a result of the new law.

One reason: companies are buying back record amounts of their own stock, a practice that rewards shareholders by boosting the value of shares.

Companies announced more than \$600 billion in buybacks in the first half of 2018, a figure that in just six months topped the previous record for an entire year.

Top managers at Fortune 500 companies are quickly cashing in by selling their own shares. The CEOs of Oracle, Apple, Wells Fargo, McDonald's and MasterCard are among those who have sold tens of millions of dollars' worth of stock since the tax cuts were signed into law by President Trump.

"When Republicans in Congress passed a big, fat tax break bill in December, they insisted it meant American workers would be singing 'Happy Days Are Here Again' all the way to the bank," says United Steelworkers President Leo Gerard.

"But something bad happened to workers on their way to the repository," he says.

"They never got that money. In fact, their real wages declined because of higher inflation."

No wonder public opinion on the tax cut law has been trending negative.

A RealClearPolitics polling summary in July indicated that 36.1 percent of Americans were in favor of the law and 43 percent opposed it.



Rep. Garamendi at Oakland Union Hall



Rep. John Garamendi (D-Calif.) stopped by the MM&P Oakland union hall in July, where he spent time talking with members and officials. MM&P President Don Marcus and Pacific Ports Vice President J. Lars Turner took the opportunity to thank the congressman for his support for the Jones Act, the cargo preference laws and the Maritime Security Program—the "three pillars" that serve as the foundation for today's American Merchant Marine.

NEWS BRIEFS (CONTINUED)

RV Marcus G. Langseth Will Be Sold, U.S. Says

The world-class research vessel *Marcus G. Langseth* will be put up for sale by the government agency that owns it. The master and deck officers aboard the vessel are represented by MM&P.

The union and Columbia University recently agreed on another one-year contract extension that will include a 2.5 percent increase to wages and benefits.

MM&P Atlantic Ports Vice President Don Josberger says the employer is also informing the U.S. Maritime Administration of the vessel's availability for additional training options at the maritime schools when off hire.

An article in *The Washington Post* reports that scientists are extremely worried about the prospect of losing the ship.

Journalist Ben Guarino interviewed a number of them about *Langseth's* contributions to marine research.

Sean Higgins, director of marine operations at Columbia University's Lamont-Doherty Earth Observatory, which operates the *Langseth* on behalf of the government, told Guarino that it "can make observations as varied as the salt content in seawater and the detection of nearby marine mammals." Its specialty is conducting "deep crustal imaging studies."

Langseth uses an array of pneumatic guns to generate a blast that bounces off Earth's crust and penetrates dozens of miles into the planet. Behind the ship, miles of cables strung with microphones capture the reflection of the blast.

The sonic bounce creates maps of undersea features that are otherwise difficult, if not impossible, to survey.

The ship has been at the forefront of scientific advances, and experts agree there are no comparable vessels available to academic researchers.

Imaging studies conducted by scientists aboard *Langseth* have, for example, helped scientists identify where underwater earthquakes could occur.

Recent research conducted aboard the ship found a fault near the Alaskan coast similar to the fault responsible for the 2011 tsunami that devastated Japan and other areas across the Pacific.

But, citing a budget shortfall, the National Science Foundation (NSF) has announced a plan to sell the 235-foot ship.

NSF has told scientists who want the vessel to continue operating to come up with ideas to generate enough money to close a \$3 million shortfall.

One suggestion was to lease the ship to offshore energy companies. But because the *Langseth* often operates in areas poor in natural resources, it would not be a good fit for the demands of industry.

NSF plans to sell it in 2020. It has told scientists that if they want to continue their research, they will have to find international partners or secure time on industry ships.

Scientists say the sale of the ship would represent a step backward for the United States, which has been at the forefront of marine seismology since the field's inception in the 1950s.

They warn it would also increase the risks of underwater drilling.

"Without imaging, it's really irresponsible to drill holes in the ocean," James Austin, a geoscientist at the University of Texas at Austin, told *The Washington Post*.



RV Marcus G. Langseth. The master and deck officers aboard the ship are members of Masters, Mates & Pilots.

MM&P, IBU and MEBA Join Forces to Protect Members' Rights



MM&P, the Inlandboatmen's Union of the Pacific (IBU) and the Marine Engineers' Beneficial Association are working together on the West Coast to jointly protect their jurisdictions and their members' wages and working conditions. The coalition met this summer in Seattle. (Left to right) MM&P Pacific Maritime Region Vice President Tim Saffle and Representative Dan Twohig; MEBA President Marshall Ainley; IBU National President Marina Secchitano; MEBA Representative Ben Goldrich (*kneeling*); MM&P President Don Marcus; IBU National Secretary-Treasurer Terri Mast; MM&P Pacific Ports Vice President Lars Turner; MEBA Executive Vice President Adam Vokac; IBU Representative Ron Arnold and Alaska Regional Director Trina Arnold; MM&P Organizer Curtis Lalla and Pacific Maritime Representative Shannon Adamson.

2018 Fleet-Wide Safety Award to *Matson Anchorage*

Matson presented its annual fleet-wide safety award for 2018 to the *Matson Anchorage* in a ceremony in Tacoma, Wash., in June. The award includes \$15,000 to be spent on the crew. In the photo, *Matson Anchorage* Captain Brad Goodwin (*center*) accepts the award. To his left is Chief Mate Christy Pekara. Also pictured: Paul Londynsky, Kevin Krick and Jack Sullivan of Matson; (*partially hidden*) Bosun Dan Seagle; MREO Cristian Tapia; Matson's Ron Forest; Steward Ahmed Sharif; DEU Mohamed Kassem; First Assistant Engineers David Fiala and Alan Arnesen; Chief Engineer Kevin Wray; Marine Engineers' Beneficial Association President Marshall Ainley; (*front row, kneeling*) Steward Assistant Ali Muther and Able Seaman Maintenance Kareem Ahmed.



NEWS BRIEFS (CONTINUED)

New USTRANSCOM Commander



Army Gen. Stephen R. Lyons was confirmed by the full Senate in August to serve as the new commander of U.S. Transportation Command (USTRANSCOM).

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

Lyons, who will be the first non-Air Force officer to lead USTRANSCOM, takes over from Gen. Darren McDew, who is retiring.

Lyons previously served as deputy commander of USTRANSCOM and then as director for logistics for the Joint Chiefs of Staff.

Army Gen. Stephen R. Lyons now heads up the organization responsible for the global movement of combat units and sustainment cargo for the U.S. military.

Southeast Alaska Pilots Seeking Pilot Trainees

The Southeast Alaska Pilots' Association (SEAPA) will hold an exam the week of March 4, 2019, to select pilot trainees. SEAPA has approximately 50 members coming from a variety of maritime industry backgrounds.

The association's mission is to protect life, property and the marine environment by providing safe navigation of vessels from the Canadian border through the Alaska Panhandle and Yakutat Bay.

Interested mariners are encouraged to make an optional three-day visit to the association's headquarters in Ketchikan in mid-September 2018 to learn more about piloting in Southeast Alaska.

For more information, go to: http://www.seapa.com/application_info.html

All questions should be addressed to seapa.training@gmail.com.

Please do not call the SEAPA business office about this announcement under any circumstances.

Aboard the Chicago Fire Boat *Christopher Wheatley*



MM&P Great Lakes & Gulf Vice President Tom Bell (*left*) met recently with Captain Gordon Steiner aboard the City of Chicago Fire Boat *Christopher Wheatley*. The vessel was designed and built to operate year-round in Lake Michigan, the Chicago River and surrounding harbors.

Steiner and the other MM&P members who operate the fire boat respond to firefighting, rescue, hazmat decontamination, dive support operation and other waterway-related emergencies in the Chicago area.

Travels of USNS Brunswick

Malaysian officials recently welcomed the first Military Sealift Command (MSC) ship to dock at Penang's Port Swettenham Pier in about 10 years. MM&P members aboard *USNS Brunswick* (T-EPF 6) were Captain Gary Ford and Chief Mate Curtis Shelton. The ship also hosted the American ambassador for a tour.

In Thailand, the crew raised money for a shelter for Bangkok street children. The shelter offers the children food, advice, medicine and a safe place to stay.



"I'm proud of my guys for doing this," Ford said.

A scout troop from the Raj Pracha Samasai School in Bangkok also toured *Brunswick*.

"Scouting is a mandatory part of their school curriculum," Ford said. "It was a fun time. Some of the kids spoke some English and were anxious to practice their skills."



Government Employee Unions Score Big Win in Battle With White House

A federal district court judge in Washington in August struck down key provisions of three executive orders issued in May by President Trump.

"While the President has the authority to issue executive orders that carry the force of law with respect to federal labor relations," the judge wrote, "no such orders can operate to eviscerate the right to bargain collectively..."

The executive orders issued by President Trump would have weakened grievance procedures to make it much easier to fire federal workers. They also directed government officials to negotiate collective bargaining agreements that would make it harder for unions to carry out their legally required duty of representing bargaining unit members.

In their lawsuit against the White House, the unions argued that the executive orders were illegal because federal law requires

that rules be negotiated between government agencies and federal unions—not unilaterally imposed.

"We are very pleased that the court agreed that the president far exceeded his authority, and that the... federal work force will be protected from these illegal, politically motivated executive orders," a spokesperson for a coalition of government workers unions said in a statement.

"The judge rightly found that the president is not above the law and cannot, through these blatantly anti-union and anti-worker executive orders, eviscerate employee rights," Tony Reardon, president of the National Treasury Employees Union (NTEU) said.

NTEU and the American Federation of Government Employees have reported that the president's attempts to cut government workers' pay and weaken unions are encouraging more people to become dues-paying union members.

INTERVIEW

Interview With Nick Sorber MM&P United Inland Group Regional Representative

Where were you born and where did you grow up?

I was born in Portland, Oregon, and I grew up in St. Helens, right on the Columbia River.

What led to your interest in maritime?

From the age of 15 on, when I was in high school, I started guiding fishing trips in Alaska. I stayed in a lodge there for three months at a time. When summer ended, I'd go back to school.

Describe your career.

As soon as I turned 19, I applied to Shaver Transportation Company. I got hired as a deckhand.

I worked at Shaver decking until I got my license, altogether for about 12 ½ years.

I worked with John Schaeffner on two contracts as a member of the rank-and-file bargaining committee.

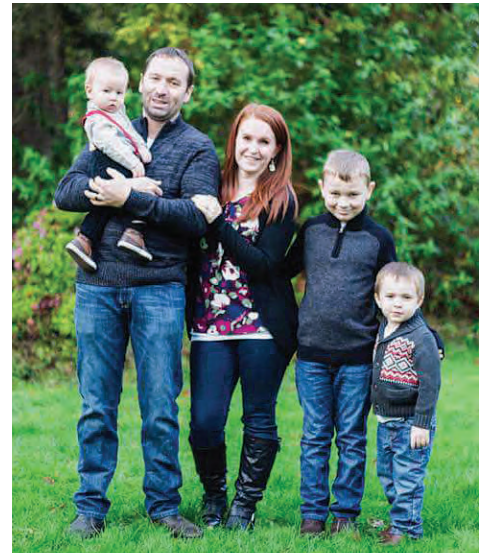
When John retired last November, I became the MM&P Representative for the Pacific Maritime Region.

I represent the members at Shaver, Dunlap Towing and the Puget Island Ferry.

What do you like to do in your free time?

I have three kids and I'm really involved in their sports: baseball and wrestling. They're not quite old enough for football.

I'm an avid outdoorsman. I like to go boating. I fish for salmon, steelhead and sturgeon, and I hunt big game.



Nick Sorber, shown here with wife Julie and their three sons, represents MM&P United Inland Group members who work at Shaver Transportation, Dunlap Towing and the Puget Island Ferry. Nick says that in his free time, he enjoys being involved in his sons' sports: baseball and wrestling. Devon is the oldest, next is Ryan, and then Blake.



MM&P CONVENTION COVERAGE

ALL CONVENTION PHOTOS BY DONNA MCCORMICK

Report on the 87th MM&P Convention

Delegates representing the union's five membership groups took part in the 87th MM&P Regular Convention from July 9 to 11, at MITAGS, the MM&P training institute.

Speakers on the first day of the proceedings included MM&P President Don Marcus and Secretary-Treasurer Steve Werse.

"Every MM&P membership group has had to fend off attacks in the past two years," Marcus said. "But we are well suited to face the challenges ahead."

The MM&P vice presidents, the MM&P Plans administrator and the president of MIRAID addressed the convention on the second day.

Speakers on the third day included MM&P International



MM&P International Secretary-Treasurer Steve Werse (*left*) and MM&P International President Don Marcus (*right*) with Convention Keynote Speaker Kate Shindle, president of Actors' Equity, the 51,000-member union that represents American actors and stage managers. "I grew up on the New Jersey shore watching the container ships," she said. "I have tremendous respect for mariners. I'm proud to be standing with you in any and all the battles to come."

Counsel Gab Terrasa, International Organizer Roger Lash and labor educator, author and organizer Bill Barry.

Delegates serving on committees performed convention-related functions, examined the union's financials and considered a number of resolutions submitted by MM&P members.

The delegates also participated in working groups on topics that included labor law, the MM&P health and benefit plans, negotiating strategies and the importance of the MM&P Political Contribution Fund.

MM&P's fraternal ties with other labor unions and allied organizations were highlighted in speeches by officials of the International Longshoremen's Association, MM&P Panama affiliate UCOC, Actors' Equity, the Organization of Black Maritime Graduates, the Captain Phillips-Lane Kirkland Maritime Trust and the Marine Engineers' Beneficial Association (MEBA).

Texas A&M Maritime Academy Superintendent Mike Rodriguez also spoke.

Honors and special recognition

Awards for outstanding service were given to West Coast Pilots Representative Kip Carlson, East Coast Pilots Representative Tim Ferrie, former Pacific Ports Vice President Paul Nielsen, former United Inland Group Vice President C. Michael Murray, United Inland Group Portland Representative John Schaeffner and San Francisco Representative Ray Shipway.

Carlson and Nielsen also received their 50-year pins. "The best thing I ever did in my life was to join MM&P two days after graduating from the California Maritime Academy," Carlson said.

New York Marine Society President Tim Ferrie presented MM&P with a plaque in recognition of the union's decades-long support for the society. The honor included a copy of the original letter from the New York Marine Society inviting George

continued on page 18

Kip Carlson (*left*), the union's West Coast pilot representative, and former Pacific Ports Vice President Paul Nielsen (*right*) received their 50-year membership pins. They also received awards for outstanding service, an honor that was also given to East Coast Pilots Representative Tim Ferrie, former United Inland Group Vice President C. Michael Murray, United Inland Group Portland Representative John Schaeffner and San Francisco Representative Ray Shipway.





MM&P CONVENTION COVERAGE

Report on the 87th MM&P Convention continued

Washington to become a member, along with Washington's letter of acceptance.

A solemn remembrance was held for long-time MM&P member Charlie Malu—a staunch labor advocate, the MM&P Great Lakes & Rivers representative from 2005 to 2014 and a personal friend of many of those present—who died earlier this year.

The delegates dedicated the MITAGS Academic Building to

MM&P President Emeritus Tim Brown—leader, mentor, friend and true union brother—who served as International President from April 1991 to December 2012.

Union solidarity takes center stage

Among the highlights of the Convention were messages of solidarity from traditional MM&P allies including the International Longshoremen's Association (ILA) and MEBA, and



ILA Vice President Ken Riley spoke of the successful fight by the ILA and other labor groups to organize a union in the port of Freeport in the Bahamas.



Jim Patti, president of MIRAID, briefed the delegates on the situation in Washington, D.C.



MM&P Plans Administrator Patrick McCullough addressed the convention on the second day.



On behalf of the union, MM&P Secretary-Treasurer Steve Werse (left) and President Don Marcus (right) accepted an award from New York Marine Society President Tim Ferrie. The Marine Society Board voted unanimously to present the award to MM&P in recognition of its decades-long support for the society. The honor included a copy of the original letter from the New York Marine Society inviting George Washington to become a member, along with Washington's letter of acceptance



MM&P International Counsel Gabriel Terrasa told delegates that in the 18 years he has given legal advice to MM&P, "we have never been as busy as we have since the last Convention. Emboldened by the country's unabashedly anti-labor administration, even employers with whom we had stable decades-long relationships have tried to test our resolve in representing our membership and safeguarding our jurisdiction. But they've discovered that our resolve is as strong as it was when we represented our first members in the late 1800s."



Report on the 87th MM&P Convention continued

an inspiring speech by Kate Shindle, president of Actors' Equity, the union that represents American actors and stage managers.

Shindle, now in her second term as president of the 51,000-member union, is a powerful advocate for working people—as well as a professional actor, singer and dancer.

“I am a proud union member,” she began. “I have been a member of organized labor for my entire professional life.”

“I grew up on the New Jersey shore watching the containerships,” she said. “I have tremendous respect for mariners.”

“Like you, I care about fair wages, health care and equal pay for equal work.”

The arts, she said, are “a huge driver for many businesses.” But

now—as is the case in every field in which unions are fighting to protect their members' rights—they have been targeted by anti-labor politicians, seeking for example, to defund the National Endowment for the Humanities, the National Endowment for the Arts and the Corporation for Public Broadcasting.

“We look around and we see workers' rights under attack everywhere,” Shindle said.

To fight back, she said, Actors' Equity members have vowed to “get out and support whatever local labor actions they hear about.”

“I'm proud to be standing with you in any and all the battles to come,” she concluded.

Delegates to the 87th MM&P Convention



Delegates to the 87th MM&P Convention: *(front row, left to right)* Stephen Doherty, Tom Bell, Lars Turner, Tim Saffle, Steve Wersé, Don Marcus, George Quick, Don Josberger, Randall Rockwood, Klaus Luhta; *(second row)* Randy Swindell, Tom Sullivan, James McManus III, Conor Sullivan, Jeremy Hope, Ryan Leo, James Hill, Ken Ryan, Paul McQuarrie, Timothy Lyons, Bill Mack; *(third row)* Mike Riordan, Carlos Paniagua, Jamie Pelland, Nick Sorber, Justin Peterson, Glen Paine, Christopher Roszel, Chris Kavanagh, Elizabeth Strunk, Dan Twohig, Glen Hogarth, Noah Landau; *(fourth row)* Peter Parise, Shannon Adamson, C. Michael Murray, Richard Moore, John Traut, Tim Ferrie, Kip Carlson, Mike Santini, John P. Kelly, Ray Shipway; *(fifth row)* Joseph G. McCroy, Richard Russo, Patrick Egan, Paulina Czernek, Nicholas Tosto, Tom Smith, Angel Freire Jr., Raymond Hennessey, James Olsen, Bill Chace.



MM&P CONVENTION COVERAGE



Great Lakes & Gulf Vice President Tom Bell

"The MM&P International Constitution sums up the reasons all of us are here: 'to protect the lives and property entrusted to our care, to improve our members' economic status and to maintain our high standing in the community...' It's a big job, but we knew what we signed up for. It's an honor and a privilege to represent the finest group of men and women in the maritime industry."



Pilots Membership Group Vice President George Quick

"Finding the right balance between emerging technology and human involvement in decisions and the control of autonomous shipboard systems will be the major challenge facing seafarers in the years ahead."



Atlantic Maritime Group Vice President Stephen Doherty

"In a year and five months, the AMG has concluded seven contracts, and we are currently working on three more. Contracts have been signed with Statue Cruises (one for captains and one for deckhands); Sandy Hook Pilots; Henry Marine Services; Buchanan; Reinauer; New York Water Taxi and Circle Line Sightseeing."



Federal Employees Membership Group Vice President Randall Rockwood:

"The FEMG represents professional mariners who work for MSC, Army Corps of Engineers, NOAA, NUWC, CNO Pilots and CNIC Tug Captains. Dues paying membership—which is voluntary—is now in excess of 90 percent! This reflects the credibility and validity of MM&P representation. There are challenges on the horizon but the FEMG is well positioned, with Randi Ciszewski as representative, to support the membership in the manner to which they have become accustomed."



Atlantic Ports Vice President Don Josberger

"Our Atlantic Coast ports headquarters is a highly favorable venue for both our Offshore and Atlantic Maritime Group divisions. We continue to provide our members improved service, new contracts and growth of existing contracts. The percentage of Offshore applicants obtaining jobs in the hall increased from 37 percent to 46 percent from 2016 to 2018."



Vice President United Inland Group-Pacific Maritime Region Tim Saffle

"There has been both good and bad news from the PMR: the loss of the Crowley contract in Prince William Sound and the continued difficult negotiations with AMHS have been difficult for our members. The good news is that we have had very productive contract negotiations with a number of our PMR employers such as WSF, Dunlap, Bay Delta and others."



Gulf Ports & Government Affairs Vice President Klaus Luhta

"Our work in Washington, D.C., with members of Congress and the government, is the foundation for our efforts on behalf of MM&P members who work in the Gulf and nationwide."



Pacific Ports Vice President Lars Turner

"Our members are essential to our success. We're doing a hard job and we can't do it without their support."



Constitution Committee: Michael Riordan, James G. Pelland, Conor J. Sullivan, George A. Quick, Lyle R. Swindell Jr.



Credentials Committee: Kenneth T. Ryan, Glen M. Paine, Glen Hogarth, Jeremy R. Hope.



Finance Committee: (Front row) John Kelly, J. Lars Turner, Elizabeth A. Strunk, Raymond Hennessey, (back row) James H. McManus III, Justin Andrew Peterson, Richard D. Moore, William P. Chace Jr.



General Executive Board: Thomas E. Bell, James F. Hill, Timothy Ferrie, Noah W. Landau, Paulina Czernek, (back row) Christopher G. Kavanagh, Donald F. Josberger.



Grievance & Appeals: Kenneth J. Carlson Jr., Lawrence T. Lyons, Randall H. Rockwood, (back row) Peter J. Parise III, Thomas P. Sullivan, James R. Olsen, Raymond W. Shipway.



Laws & Legislation: Klaus Luhta, Paul McQuarrie, Michael A. Santini, Angel Freire Jr., (back row) Stephen Doherty, Shannon Adamson, Ryan W. Leo, Thomas J. Smith.



Resolutions & Petitions: Timothy C. Saffle, Daniel C. Twohig, (back row) Joseph G. McCroy, Patrick C. Egan, William C. Mack, John C. Traut.



Rules: C. Michael Murray, Richard Russo, Nick Sorber, Christopher D. Roszel.



MM&P CONVENTION COVERAGE

2018 MM&P 87th Regular Convention Resolution Actions

1

Title: Amend Article III – Membership Section 8 Applicants for Membership Part a)

Committee: Constitution

Committee Recommendation: Concur with Resolution as REVISED.

Current Language:

No Applicant who is a suspended or expelled Member of the Organization shall be admitted to membership except upon such special dispensation conditions as the General Executive Board shall grant.

Proposed Change:

No Applicant who is a suspended or expelled Member of the Organization, and no Applicant who is a suspended or expelled former Applicant of the Organization shall be admitted to membership except upon such special dispensation conditions as the General Executive Board shall grant.

Constitution Committee Recommended Change:

No Applicant or Member of the Organization who has been suspended or expelled shall be admitted to membership except upon special dispensation conditions as the General Executive Board shall grant.

Convention Action: Concur with Resolution as revised. APPROVED.

Submitted By: Steve Werse

2

Title: Recognition & Appreciation – Kereem Abraham

Committee: Resolutions & Petitions

Committee Recommendation: Concur with Resolution as Written

Resolution of Recognition and Appreciation - Kereem Abraham

Intent of this resolution is recognition by the Convention of a member's service to the organization.

WHEREAS, the International Organization of Masters, Mates & Pilots (IOMM&P), as a highly effective but lean organization, at times requires additional involvement from our members;

WHEREAS, it is important to make the most of every opportunity, boosting our maritime community involvement while finding ways

to promote trade unions and collective bargaining to enhance the dignity of workers and their control of their working lives, hence the important role that trade unions play within the workplace; motivate our members and network with other professionals in the community in order to “give back” to IOMM&P;

WHEREAS, New York Water Taxi in New York Harbor was started by the Durst Organization Chairman Douglas Durst and his daughter, Durst Vice President Helena Rose (of the financial tycoon billionaire Durst family) and Durst operates based on “anti-union” principles. In 2005, Brother Kereem Abraham and Sister Sheila Smith attempted to organize under former ILA Local 333. The first attempt was unsuccessful in the fight against so-called “open shop”— the cleverly crafted euphemism that obscures the contribution of skilled union labor so as to offer exploited non-union workers meager pay and zero benefits;

WHEREAS, the second organizing attempt occurred in December of 2014 and started with Brother Chuck Ruch, Brother Kereem Abraham and Sister Sheila Smith meeting with IOMM&P Representative “Big Mike” Riordan. AMG Vice President Ronald Tucker and International Representative Roger Lash were added to the Team in April of 2015. Countless meetings in a full press organizing effort resulted in an 82% vote for IOMM&P in a National Labor Relations Board (NLRB) representation election on August 8, 2015. An agreement was reached with the Company the following August of 2016. The one-year agreement was in force when the Company was bought by the owners of Circle Line Sightseeing. A retroactive three-year agreement was reached in March of 2018 with the new Owners. That agreement has an unequivocal impact on the membership of IOMM&P;

WHEREAS, Captain Kereem Abraham volunteered his time representing IOMM&P during thirteen years implementing “*Seeds of the IOMM&P Labor Movement.*”

Furthermore, he has been helping workers stand up for their rights, fighting for dignity, respect and better conditions in workplaces and communities. Captain Abraham has demonstrated the impressive services below:

- Captain of the largest boat at New York Water Taxi since March of 2006.
- Second on the seniority list.
- Openly took on personal risk as an outspoken IOMM&P advocate.
- Monitored all activity during the organizing campaign.



- Coordinated all organizing meetings and communication in the field for IOMM&P.
- Maintained employment and coordinated all field activity during both IOMM&P contract negotiations.
- Served as Negotiating Committee Member for all contract negotiations.
- Attended every organizing and negotiating meeting from December 2015 until present.
- Currently serving as Shop Steward for IOMM&P.
- Served on AMG Ballot Committee

WHEREAS, we, as members of the International Organization of Masters Mates & Pilots, wish to extend our utmost appreciation for the work and self-sacrificing service that Brother Abraham has carried out to maintain Masters, Mates & Pilots demonstrated commitment to social and economic justice -- *Engaging, motivating and mobilizing workers to take action;*

Therefore be it RESOLVED, that the membership of the International Organization of Masters, Mates & Pilots (IOMM&P) recognizes and appreciates the dedicated union service of Captain Kereem Abraham and acknowledges him for a job well done, and, further, that this resolution of Recognition and Appreciation be duly recorded in the minutes of the 87th Convention.

Convention Action: Concur with Committee Recommendation. **APPROVED.**

Submitted By: Steve Werse

3

Title: Recognition & Appreciation – Sheila Smith

Committee: Resolutions & Petitions

Committee Recommendation: Concur with Resolution as Written

Resolution of Recognition and Appreciation - Sheila Smith

Intent of this resolution is recognition by the Convention of a member's service to the organization.

WHEREAS, the International Organization of Masters, Mates & Pilots (IOMM&P), as a highly effective but lean organization, at times requires additional involvement from our members;

WHEREAS, it is important to make the most of every opportunity, boosting our maritime community involvement while finding ways to promote trade unions and collective bargaining to enhance the dignity of workers and their control of their working lives, hence the important role that trade unions play within the workplace; motivate our members and network with other professionals in the community in order to “give back” to IOMM&P;

WHEREAS, New York Water Taxi in New York Harbor was started by the Durst Organization Chairman Douglas Durst and

his daughter, Durst Vice President Helena Rose (of the financial tycoon billionaire Durst family) and Durst operates based on “anti-union” principles. In 2005 Sister Sheila Smith and Brother Kereem Abraham attempted to organize under former ILA Local 333. The first attempt was unsuccessful in the fight against so-called “open shop”— the cleverly crafted euphemism that obscures the contribution of skilled union labor so as to offer exploited non-union workers meager pay and zero benefits;

WHEREAS, the second organizing attempt occurred in December of 2014 and started with Brother Chuck Ruch, Sister Sheila Smith and Brother Kereem Abraham meeting with IOMM&P Representative “Big Mike” Riordan. AMG Vice President Ronald Tucker and International Representative Roger Lash were added to the Team in April of 2015. Countless meetings in a full press organizing effort resulted in an 82% vote for IOMM&P in a National Labor Relations Board (NLRB) representation election on August 8, 2015. An agreement was reached with the Company the following August of 2016. The one year agreement was in force when the Company was bought by the owners of Circle Line Sightseeing. A retroactive three-year agreement was reached in March of 2018 with the new Owners. That agreement has an unequivocal impact on the membership of IOMM&P;

WHEREAS, Sister Sheila Smith volunteered her time representing IOMM&P during fifteen years implementing “*Seeds of the IOMM&P Labor Movement.*”

Furthermore, she has been helping workers stand up for their rights, fighting for dignity, respect and better conditions in workplaces and communities. Ms. Smith has demonstrated the impressive services below:

- Deckhand for New York Water Taxi since 2003 with a brief interruption in service.
- Lead Field Organizer involved in both organizing campaigns in 2005 and 2015.
- Maintained employment and Lead Field Organizer status during the entire organizing process.
- Monitored all activity during the organizing campaign(s).
- Openly took on personal risk as an outspoken IOMM&P advocate.
- Maintained employment and assisted in coordinating all field activity during both IOMM&P contract negotiations.
- Served as Negotiating Committee Member for all contract negotiations.
- Attended all organizing and negotiating meetings unless personal health issues prevented it.
- Performed her duties exceptionally while battling serious personal illness.
- Currently serving as Shop Steward for IOMM&P.
- Served on AMG Ballot Committee



MM&P CONVENTION COVERAGE

WHEREAS, we, as members of the International Organization of Masters Mates & Pilots, wish to extend our utmost appreciation for the work and self-sacrificing service that Sister Sheila Smith has carried out to maintain Masters, Mates & Pilots demonstrated commitment to social and economic justice -- *Engaging, motivating and mobilizing workers to take action*;

Therefore be it RESOLVED, that the membership of the International Organization of Masters, Mates & Pilots (IOMM&P) recognizes and appreciates the dedicated union service of Sister Sheila Smith and acknowledges her for a job well done, and, further, that this resolution of Recognition and Appreciation be duly recorded in the minutes of the 87th Convention.

Convention Action: Concur with Committee Recommendation.
APPROVED.

Submitted By: Steve Werse

4

Title: Energizing American Shipbuilding – HR 5893/S 2916

Committee: Laws & Legislation

Committee Recommendation: Concur with Resolution as Written

Energizing American Shipbuilding – HR 5893/S 2916

“The opportunity is ripe to push a program that reinvigorates our domestic maritime industry, advances American manufacturing, creates good shipbuilding and maritime jobs, and reclaims our expertise in a technology we once pioneered... Congress must act to require that a percentage of strategic U.S. energy exports travel on American-built, flagged and crewed ships.”

— Congressman John Garamendi, May 2018

For the first time in many years, legislation has been introduced in the House of Representatives and the Senate that would, if enacted, significantly increase the number of commercial vessels built in the United States and operated under the U.S.-flag with American crews. This bipartisan legislation, HR 5893 and S 2916—the Energizing American Shipbuilding Act—was introduced in the House of Representatives by Congressman John Garamendi (D-CA) with three original cosponsors: Congressman Duncan Hunter (R-CA), Chairman of the Coast Guard and Merchant Marine Subcommittee; Congressman Rob Wittman (R-VA), Chairman of the Seapower Subcommittee; and Congressman Joe Courtney (D-CT), Ranking Member on the Seapower Subcommittee. The identical legislation, S 2916, was introduced in the Senate by Senator Roger Wicker (R-MS), Chairman of that chamber’s Seapower Subcommittee.

As introduced, this legislation would do the following:

- It amends the provisions of the Natural Gas Act which deal with the exportation of liquefied natural gas (LNG) to require that a percentage of LNG exports be transported on

American built, American flag vessels, starting at 2 percent in 2024 and increasing to 15 percent by 2040;

- It amends existing law allowing for the export of crude oil to require that a percentage of crude oil exports be transported on American built, American flag vessels, starting at 1 percent in 2023 and increasing to 10 percent by 2032;
- It requires exporters of LNG to provide training opportunities for licensed and unlicensed American mariners aboard vessels carrying U.S. LNG exports so American mariners can meet the requirements to assume these jobs; and
- It requires that the vessels constructed under this legislation must be built in the United States, including all major components of the hull and superstructure, and the iron and steel used must be melted and poured in the United States.

“Rebuilding America’s shipbuilding and mariner base is an idea that unites Democrats, Republicans, metallurgical trades, the business community, labor, and our armed forces. These industries are not only vital to our economy—they’re vital to our country’s national security. Congress has neglected our maritime industry for too long, to the point that we’re now several dozen merchant ships and 1,800 mariners short of what’s needed to guarantee sufficient sealift support in times of crisis. This bill seeks to turn the ship around by taking advantage of America’s energy export boom to bring back American shipbuilding, shipyard, and mariner jobs rather than continuing to outsource them to countries like China. I believe this bill is the start of a long-term reinvestment in the idea of America as a maritime, seafaring nation.”

— Congressman John Garamendi, May 2018

According to Congressman Garamendi, the enactment of this legislation would expand the U.S.-flag fleet by more than 50 U.S.-flag vessels by 2040, creating more than 2,000 jobs for American mariners and thousands of American jobs in the shipbuilding and related service and supply industries. As further noted by Congressman Garamendi, “Unless Congress takes action, all exported American crude oil and LNG traveling by ship will go on foreign-built and foreign-flag vessels operated by foreign crews, outsourcing all the associated jobs and technical skills to foreign competitors.”

“The domestic maritime industry supports hundreds of thousands of American jobs and is critical to our military readiness and national security. This bill would strengthen our shipbuilding industry and would recognize the importance of having more American-flagged ships to transport our growing exports of oil and natural gas. China, India, and other nations are investing heavily in their shipbuilding capacity. The United States must keep up.”

— Senator Roger Wicker, May 2018

Therefore, be it RESOLVED: That the 87th Convention of the International Organization of Masters, Mates & Pilots, ILA, AFL-CIO, applauds the efforts of Congressman John Garamendi,



Senator Roger Wicker and the cosponsors of the Energizing American Shipbuilding Act and strongly urges Congress to enact this vitally important U.S. maritime industry initiative.

Convention Action: Concur with Committee Recommendation. **APPROVED.**

Submitted By: General Executive Board

5

Title: Support U.S.-Flag Cargo Preference Requirements

Committee: Laws & Legislation

Committee Recommendation: Concur with Resolution as Written

Support U.S.-Flag Cargo Preference Requirements

“Cargo preference laws, because of the impelled cargoes they generate, help maintain U.S.-flag ship capacity and the qualified mariners necessary to crew the Maritime Administration Ready Reserve Fleet and the Military Sealift Command Surge Fleet.”

— General Darren McDew, Commander, U.S. Transportation Command, 2018

Objective

To ensure that all federal shipper agencies and departments fully support and comply with existing U.S.-flag cargo preference shipping requirements.

As part of the effort to achieve this objective, Representatives John Garamendi, Duncan Hunter, David Joyce and Cedric Richmond and a bipartisan group of sixty-two of their colleagues have called on the Secretaries of Transportation and Defense to encourage the President to affirm the Administration’s support for Ship American. The Congressional letter further urges the Administration to direct all Executive Branch departments and agencies to fully comply with the spirit and the letter of existing U.S.-flag cargo preference shipping requirements.

Background

Existing cargo preference shipping requirements stipulate that a percentage of U.S.-taxpayer-financed government cargoes must be transported on U.S.-flag commercial vessels to the extent such vessels are available at fair and reasonable rates. The U.S.-flag shipping requirement is 100 percent for defense and military cargoes, and 50 percent for non-defense government exports and imports.

These requirements do not apply to commercial (i.e., non-governmental) transactions but only to those transactions that are financed in whole or in part, directly or indirectly, by the U.S. taxpayer. They ensure that at least a portion of U.S.-taxpayer dollars will pay for U.S.-flag shipping services and will not be used exclusively to the benefit of foreign-flag shipping services and foreign mariners.

Economic and National Security Benefits

“Nearly 90 percent of all wartime transportation requirements are delivered by strategic organic and commercial sealift. As such, the U.S. commercial sealift industry is a vital component to meet the Nation’s strategic sealift requirements.”

— General Darren McDew, Commander, U.S. Transportation Command, 2018

Since 2009, privately owned U.S.-flag commercial vessels and their civilian U.S.-citizen crews have transported more than 90 percent of the sustainment cargo needed to support U.S. military operations and rebuilding programs in Iraq and Afghanistan.

A 2006 report prepared for the National Defense Transportation Association–Military Sealift Committee concluded that “the likely cost to the government to replicate just the vessel capacity provided by MSP dry cargo vessels would be \$13 billion.” In addition, the U.S. Transportation Command has estimated that it would cost our government an additional \$52 billion to replicate the global intermodal systems made available to the Department of Defense (DOD) by our U.S.-flag operators.

“It is our U.S.-flagged merchant fleet and our mariners that ensure that our Soldiers, Sailors, Airmen and Marines are supplied. From Inchon to Iraq, our mariners and our maritime industry delivered... Let us not, as a nation, sign away our remaining sealift capacity to non-U.S.-flagged fleets sailed by non-U.S. mariners.”

— Rear Adm. Thomas Shannon, Commander, U.S. Military Sealift Command, May 21, 2015

In an April 2015 report to Congress, the U.S. Maritime Administration concluded:

- U.S.-government-impelled preference cargoes are essential for maintenance of the U.S. Merchant Marine.
- The decline in preference cargo is the primary reason for the decline of our U.S.-flag fleet.
- Food aid cargoes are the single greatest source of preference cargoes, over half the dry preference cargo tonnage available since 2002.
- Food aid cargoes are more important than ever; DOD cargoes are expected to decline with the end of the wars in the Middle East and Afghanistan, on top of the broad reduction in overseas personnel and bases over the last 25 years.

“The U.S. merchant marine is a valuable national asset that has always been there for America in times of war and national emergency... Our nation’s cargo preference programs, including those with respect to the Food for Peace program, are instrumental to sustaining the U.S. merchant marine and maintaining our national defense sealift capability—with the attendant billions saved.”

—Navy League of the United States, 2017



MM&P CONVENTION COVERAGE

Since MAP-21 slashed cargo preference from 75 percent to 50 percent in 2012, our U.S.-flag fleet has plummeted by 26 percent according to the U.S. Maritime Administration—more than triple the impact initially forecast by the Administration.

- GAO reported that when MAP-21 cut cargo preference from 75 percent to 50 percent, USAID shipping costs fell less than 9 percent and USDA shipping costs not at all. The cost of restoring cargo preference back to 75 percent scored at only \$11 million per year.
- Food aid is unique among government-impelled cargo for its 50 percent exemption—as a result, we are not capturing the full benefit of the cargo that we are *already* shipping.
- In 2017, the U.S. Maritime Administration and the U.S. Transportation Command estimated that we are already 2,000 mariners short of the bare minimum needed to meet DOD's national defense sealift requirements. The U.S. Maritime Administration reported that 920 mariners have been lost since 2010 alone, with further shrinking certain to occur unless something is done in the near term.

Unless restored, the cuts to cargo preference will further undermine national defense, send more American maritime jobs overseas, and will require large increases in national defense costs to sustain sealift—these cost increases are not offset by the minor savings purportedly achievable in food aid programs.

“Cargo is essential to sustain the vessels and jobs in the U.S.-flag fleet... a strong cargo preference mandate supports the sustainment of a U.S.-flagged, privately owned commercial fleet and the continued availability of the associated American merchant mariners.”

— Admiral Mark Buzby, Administrator, Maritime Administration, April 24, 2018

Need for Action

All too often in the past, federal shipper agencies and departments have failed to comply with U.S.-flag shipping requirements, denying American vessels their rightful share of these cargoes, denying American maritime workers important job opportunities aboard these vessels, and instead spending American taxpayer dollars exclusively on foreign-flag shipping services.

As stated by Representatives Garamendi, Hunter, Joyce, Richmond and their colleagues in their letter to Secretary Chao and Secretary Mattis, “the Maritime Administration has indicated that our nation's ability to fully activate, deploy, and sustain our military forces is between ‘medium to high risk.’ It is, therefore, critically important that the Administration take immediate action in directing its efforts to support policies and programs that serve to enhance the U.S.-flag merchant marine, including existing cargo preference shipping requirements.”

Therefore, be it RESOLVED: That the 87th Convention of the International Organization of Masters, Mates & Pilots, ILA, AFL-CIO, strongly urges Congress and the Administration to ensure

that existing U.S.-flag cargo preference shipping requirements are complied with in order to ensure that the privately owned militarily useful U.S.-flag vessels and their U.S.-citizen crews remain available to DOD to advance America's security interests and to support and supply American troops deployed overseas.

Convention Action: Concur with Committee Recommendation. **APPROVED.**

Submitted By: General Executive Board

6

Title: Support the Jones Act

Committee: Laws & Legislation

Committee Recommendation: Concur with Resolution as Written

Support the Jones Act

“You need to know that my bottom line is: the Jones Act is a proven performer that supports both our nation's military security and its economic soundness. I can't put it any simpler than that.”

— General Tony Robertson, Commander, United States Transportation Command, 1999

The Jones Act is the body of U.S. maritime law that guarantees that America's domestic waterborne commerce will be controlled by American companies operating U.S.-flag vessels built in American shipyards and crewed by American merchant mariners. Enacted in 1920, there is a good reason why it remains a cornerstone of American maritime policy: no domestic maritime policy does more to protect and strengthen America's economic, military and homeland security than the Jones Act.

Today, there are those in and out of government who are suggesting that the requirements of the Jones Act be weakened or repealed. These individuals and organizations contend that the United States and the American people would somehow be better off if foreign-owned and foreign-flag vessels, built in foreign shipyards and operated by foreign mariners, controlled America's domestic waterborne commerce. If they had their way, foreign vessels built in foreign shipyards, owned by foreign companies and controlled by foreign maritime workers would be granted unprecedented access to operate on our nation's inland rivers and waterways and to carry domestic cargo between America's inland, coastal, noncontiguous and Great Lakes ports.

Significantly, only American maritime workers are subject to the background and security checks imposed by the Department of Homeland Security and implemented by the Federal Bureau of Investigation, the Coast Guard and the Transportation Security Administration to help prevent maritime-related security and terrorism incidents on our waterways and in our nation's ports. Weakening or repealing these U.S. citizenship requirements means that foreign companies and foreign maritime workers who are not subject to U.S. government background and security checks



will have unlimited access to America's ports, port facilities and waterways.

It is shortsighted and ill-advised at best for groups and individuals to suggest to our government that we effectively relinquish all control over the vessels operating in our domestic waterborne trades and allow these foreign shipping operations to gain total control over the timing and the cost of transporting America's domestic commerce. It makes absolutely no economic sense to turn over the construction and operation of domestic vessels to foreign companies and foreign workers. The efforts of Congress and the Administration should continue to be directed toward preserving and creating jobs for American workers, not to outsourcing American jobs to the benefit of foreign workers. The Jones Act helps to ensure that American workers in the shipbuilding and related service and supply industries will keep working.

The construction and operation of vessels as required by the Jones Act generates approximately 500,000 American jobs for American workers engaged in the construction, maintenance and repair of vessels for the domestic trades, the operation of these vessels under the U.S.-flag, and in related service and supply industries. Equally important, the domestic shipping industry is responsible for more than \$100 billion in annual economic output.

In short, it makes no economic sense to repeal the Jones Act. All that will accomplish is to drive American shipping companies and shipyards out of business, force thousands of American maritime workers into the ranks of the unemployed, and deny the federal and state governments the corporate and individual tax revenues these companies and their workers generate.

Finally, it is incredibly dangerous for the security of the United States to weaken or repeal the Jones Act. The operation of U.S.-flag vessels in the domestic trades, as required by the Jones Act, helps ensure that our nation will maintain a core capability of maritime skills and a cadre of trained, loyal civilian American merchant mariners needed by the Department of Defense in time of war or other international emergency.

"U.S. coastwise trade laws, commonly referred to as the Jones Act, contribute to a baseline of sealift capability and capacity, help sustain the U.S. fleet, and support the U.S. shipping industry... the Jones Act ensures that vessels navigating daily among and between U.S. coastal ports and inland waterways operate with U.S. documentation and a majority American crew... The American mariners of the Jones Act fleet are our eyes and ears in domestic ports and waters and add an important layer of security to our Nation."

—Admiral Mark Buzby, Administrator, U.S. Maritime Administration, April 24, 2018

Weakening or repeal of the Jones Act would mean a reduction in the number of American mariners available to operate the commercial vessels needed to support our troops. American troops and their families have the right to know that the equipment, material and supplies needed to protect America's interests overseas will be carried by American ships with American crews, and not

left to the political or ideological whim of foreign companies and foreign crews.

Most recently, opponents of the Jones Act have focused their efforts on legislation designed to help alleviate the ongoing crisis in Puerto Rico. Their argument, which has no basis in fact, is that it is the Jones Act that has impeded recovery, and that it should be repealed or at least weakened. They know that if they are successful in this instance it will serve as a precedent for them to further advance their anti-Jones Act, anti-American maritime agenda. Fortunately, due largely to overwhelming bipartisan opposition to any such move, and despite the calls to do otherwise from a number of organizations, Congress has wisely kept the Jones Act in place.

Therefore, be it RESOLVED: That the 87th Convention of the International Organization of Masters, Mates & Pilots, ILA, AFL-CIO, urges the Administration and Congress to support the continued implementation and full enforcement of the Jones Act.

Convention Action: Concur with Committee Recommendation. **APPROVED.**

Submitted By: General Executive Board

7

Title: Full Funding for the Maritime Security Program

Committee: Laws & Legislation

Committee Recommendation: Concur with Resolution as Written

Full Funding for the Maritime Security Program

"The U.S. military, the most powerful military in the world, relies on U.S.-flag vessels crewed by U.S. civilian mariners, operating from strategic ports, and using intermodal systems to ensure delivery of vital supplies and equipment to service members and their families stationed overseas. This transportation partnership between the U.S. military and the U.S.-flag merchant marine has been proven as reliable, enabling, and cost effective to meeting sealift requirements."—Rear Admiral Mark Buzby, United States Maritime Administrator, 2017

Objective

To achieve full Fiscal Year 2019 funding for the Maritime Security Program (MSP) at the Congressionally authorized levels of \$300 million. As part of this effort, House Seapower Subcommittee Chairman Rob Wittman, Ranking Member Joe Courtney and a bipartisan group of eighty-seven of their colleagues, and Senate Seapower Subcommittee Chairman Roger Wicker, Ranking Member Mazie Hirono and a bipartisan group of twenty-three of their colleagues have sent a "Dear Colleague" letter urging their respective Appropriations Committees to fully fund MSP in FY '19.

By reauthorizing MSP and authorizing \$300 million for MSP for FY '19, Congress reaffirmed its strong support for the Maritime Security Program. Congress recognized that the choice for our



MM&P CONVENTION COVERAGE

Nation is simple: either the United States continues to entrust the security of our nation and the safety of American troops to U.S.-flag vessels and their U.S. citizen crews or instead turns over America's security interests and the well-being of American troops to foreign-flag, foreign-crewed vessels which may or may not choose to support America and our allies.

Background

MSP is a unique government-private shipping industry partnership that gives the Department of Defense (DOD) the commercial sealift capability it needs while saving the American taxpayer the billions of dollars it would take for DOD to develop and maintain this capability itself. Public Law 104-239, the Maritime Security Act of 1995, was signed into law Oct. 8, 1996. As signed, PL 104-239 authorized the establishment of a maritime security fleet comprised of 47 militarily useful, privately owned U.S.-flag commercial vessels to meet the military sealift requirements of the United States.

On Jan. 2, 2003, PL 108-136, the National Defense Authorizations Act of 2004, reauthorized and extended MSP for an additional ten-year period, from FY '06 through FY '15. Recognizing the cost-effectiveness of the program and its contributions to America's sealift capability, PL 108-136 expanded the maritime security fleet to 60 militarily useful, privately owned U.S.-flag commercial vessels.

PL 112-239, the National Defense Authorizations Act of 2013, was signed Jan. 2, 2013. PL 112-239 reauthorizes and extends MSP and its 60-ship maritime security fleet for another 10-year period, from FY '16 through FY '25.

It is becoming all too apparent that the major issue threatening our industry's ability to meet strategic sealift requirements is the growing shortfall in the number of qualified U.S.-citizen mariners available to crew the government and privately owned vessels used by the Department of Defense in time of war or international emergency. In early 2017, General Darren McDew, Commander, U.S. Transportation Command, warned that there is a current shortage of almost 2,000 mariners. He further noted that this shortfall in the number of available mariners puts our industry on the edge of not being able to meet sustained requirements beyond the first four or five months of a conflict.

Similarly, at Congressional hearings held earlier this year, Admiral Mark Buzby, Administrator, United States Maritime Administration, warned that there is "an estimated shortfall of 1,800 qualified mariners in the event of a full, prolonged mobilization..."

As history has proven, American mariners never fail to sail into harm's way when needed by the United States. There is no guarantee—no reason to believe—foreign crews will do the same. It is essential that the Administration and Congress focus on ways to not only stop the further loss of U.S.-flag vessels and the outsourcing of American maritime jobs but also to increase the number of vessels operating under the U.S.-flag to increase

maritime job opportunities for Americans. One way to do so is to fully fund the Maritime Security Program in Fiscal Year 2019.

National Security Benefits of MSP

"The merchant marine has always been there beside us... There is no amount of thanks that I could give you, because I am here to tell you, having deployed twice, I know how critical it is that equipment and those supplies are delivered on time... You are the fourth arm of the Department of Defense and you are critical to this nation."

— Major General Kathleen Gainey, Commander, U.S. Military and Surface Deployment and Distribution Command, 2008

As stated by the Navy League of the United States in their 2017-18 maritime policy statement, "[America's] sealift capacity is dependent on having a sufficiently large oceangoing U.S.-flag fleet operating in foreign and domestic trades with an adequate pool of skilled U.S. merchant mariners to crew each commercial and government-owned reserve sealift vessel... *Reduced funding will decrease the number of mariners employed on these vessels, and without adequate sealift and sea-lift manning, mission capability will be compromised.*" (Emphasis added)

It is important to note that beginning in 2002 with the inception of military operations in Iraq and Afghanistan, at least 98 percent of all related cargoes have been transported to the region on either U.S.-flag commercial vessels or U.S. government owned and/or controlled vessels—all of which have been crewed by U.S.-citizen civilian merchant mariners.

Most significantly, since 2009, privately owned U.S.-flag commercial vessels and their civilian U.S.-citizen crews have transported more than 90 percent of the sustainment cargo needed to support U.S. military operations and rebuilding programs in Iraq and Afghanistan. Vessels enrolled in MSP carried 99 percent of these cargoes.

"MSP has provided access to required commercial U.S.-flag shipping assets, while also supporting the pool of Merchant Mariners needed to operate the Military Sealift Command's Surge and Ready Reserve Fleet. In this way, MSP significantly contributes to the supply of Merchant Mariners available to serve on U.S. vessels in time of war while mitigating future risk to our national commercial capability."

— General Darren McDew, Commander, U.S. Transportation Command, May 2, 2017

Economic Benefits of MSP

"Our Maritime Security Program gives our Nation immediate assured access to not only a global fleet of ships but also extensive logistics networks and capacity in times of national emergency... the Maritime Security Program is a bargain."

— Rear Admiral Thomas Shannon, Commander, U.S. Military Sealift Command, Nov. 13, 2015

A 2006 report prepared for the National Defense Transportation Association-Military Sealift Committee concluded that "the likely cost to the government to replicate just the vessel capacity provided



by MSP dry cargo vessels would be \$13 billion.” In addition, the United States Transportation Command has estimated that it would cost the U.S. 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.

In contrast to the estimated \$65 billion it would cost the taxpayer for the government to replicate this commercial sealift capability, the commercial maritime industry, through MSP, will continue to provide DOD with these vessels, civilian maritime manpower and global systems at a cost to the taxpayer of \$300 million in FY ‘19 as authorized by Congress.

Status of FY’19 MSP Funding

Unfortunately, the Administration has failed to recognize the importance of fully funding the Maritime Security Program and has asked Congress to fund the program at \$214 million, rather than at the authorized level of \$300 million. Under existing law, if full funding at the Congressionally authorized level is not made available, vessel owners have the option to immediately remove their vessels from the MSP program and from the U.S. flag and to operate their former MSP ships under a foreign flag with foreign crews.

Fortunately, as evidenced by the actions taken to date by Representatives Wittman and Courtney, Senators Wicker and Hirono and their colleagues in the House of Representatives and Senate, Members of Congress do understand the importance of a strong, fully funded MSP. In fact, the House Committee on Appropriations and the Senate Transportation Appropriations Subcommittee have each approved legislation containing full funding for MSP at the \$300 million level in their respective Fiscal Year 2019 appropriations legislation. It is expected that this legislation will be considered by the full House of Representatives prior to Labor Day, and that the Senate will do the same soon thereafter.

“[We] must be mindful that the execution of our national military strategy requires a robust U.S.-flag merchant marine, a strong surge sealift capability, and a deep pool of merchant mariners to literally carry our nation to war... Contracting out our ability to carry our nation’s combat power with foreign-flag fleets is simply not an option. So let us all put our oar in the water, and pull together to sustain a viable U.S.-flag merchant marine.”

— Rear Admiral Thomas Shannon, Commander, U.S. Military Sealift Command, May 23, 2016

Therefore, be it RESOLVED: That the 87th Convention of the International Organization of Masters, Mates & Pilots, ILM, AFL-CIO, urges Congress to fully fund the Maritime Security Program in Fiscal Year 2019 in order to ensure that the privately owned, militarily useful U.S.-flag vessels enrolled in the MSP, the MSP vessel operators’ worldwide logistics systems, and their U.S. citizen crews remain available to DOD to advance America’s security

interests and to support and supply American troops deployed overseas.

Convention Action: Concur with Committee Recommendation. **APPROVED.**

Submitted By: General Executive Board

8

Title: Recognition for World War II Merchant Mariners

Committee: Laws & Legislation

Committee Recommendation: Concur with Resolution as Written

Recognition for World War II Merchant Mariners

“During World War II, our Armed Forces relied upon the Merchant Marine to ferry supplies, cargo, manpower and womanpower into both theaters of operation: the Pacific and the Atlantic. They paid a heavy price for their service... An estimated 8,300 merchant mariners lost their life during the war, and around 12,000 were wounded.”

— Congressman John Garamendi, May 22, 2018

We continue to strongly support the enactment of legislation that would finally and appropriately recognize the service of American merchant mariners during World War II. Most recently, Congressman John Garamendi (D-CA) introduced bipartisan legislation—HR 5879—to award a Congressional Gold Medal, collectively, to the United States merchant mariners of World War II, in recognition of their dedicated and vital service. Similar legislation has been introduced in the Senate by Senator Lisa Murkowski and a bipartisan group of seventeen of her colleagues. The Senate legislation is S 2127.

Equally important, Congressman Al Green (D-TX) and a bipartisan group of 42 of his colleagues have sponsored legislation—HR 154—that establishes in the Department of the Treasury the Merchant Mariner Equity Compensation Fund from which the Department of Veterans Affairs (VA) is to make one payment of \$25,000 to each individual who, between December 7, 1941, and December 31, 1946, was a documented member of the U.S. merchant marine (including the Army Transport Service and the Naval Transport Service) serving as a crewmember of a vessel that was operated in U.S. waters by the War Shipping Administration

The sponsors and cosponsors of these bills understand the vital role merchant mariners played during World War II. As noted by former Congresswoman Janice Hahn when she introduced such legislation: “Hundreds of ships and thousands of men were lost to enemy submarines and aircraft, including dangerous missions ferrying supplies to Western Europe and even Russia. It was one of the most critical roles played during the early part of the war.”

“Unfortunately, those who served this nation so valiantly during that time were not eligible for the G.I. Bill that helped millions



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of veterans go to college, secure a home and transition seamlessly into civilian life. The fact that we did not provide similar benefits to those who risked their lives for this country is simply unfathomable.”

Similarly, Congresswoman Susan Brooks (R-IN), an original cosponsor of HR 5879, has stated: “These loyal and courageous men put their lives on the line for the cause of freedom, and selflessly answered their nation’s call to duty. Unfortunately, their sacrifice is commonly overlooked, and there are fewer surviving Merchant Mariners every year. It is time for Congress to honor their service before we miss the opportunity to properly recognize these heroes.”

The effort to enact legislation to provide well-deserved and long-overdue recognition for World War II merchant mariners has been led by the American Merchant Marine Veterans (AMMV). Their tireless efforts over the years have helped keep the role that merchant mariners played during WW II before the Congress and the American people. We appreciate and applaud the work that the AMMV continues to do and we will continue to dedicate our resources to assist the AMMV.

Therefore, be it RESOLVED: That the 87th Convention of the International Organization of Masters, Mates & Pilots, IMA, AFL-CIO, strongly supports the enactment of these legislative proposals to provide long-overdue and well-deserved recognition and benefits to America’s World War II merchant mariners.

Convention Action: Concur with Committee Recommendation.
APPROVED.

Submitted By: General Executive Board

9

Title: Dues/Service Fees Obligations

Committee: Resolutions & Petitions

Committee Recommendation: Concur with Resolution as Written

Dues/Service Fees Obligations

Intent of this resolution is support of January 2017 Board decision on Dues Check-Off for all groups

WHEREAS, the International Organization of Masters, Mates and Pilots (IOMM&P) was created to protect the rights and working conditions of members of the seagoing maritime community;

WHEREAS, the union fulfills its mission by: representing IOMM&P members in negotiations with shipowners; supporting the efforts of other maritime unions to achieve decent working conditions; and working to improve standards and conditions in maritime;

WHEREAS, the IOMM&P seeks to enhance the maritime working environment through political action and involvement. On the national level, IOMM&P has a duty to represent any employee whose work/position falls within the union’s legal scope. On the international level, IOMM&P actively participates in the work of the International Transport Workers Federation (ITF), representing the interests of the International Labor Organization (ILO);

WHEREAS, dues are the cost of membership; they are used to fund the various activities which the union engages in;

WHEREAS, having members neglect to pay their dues is unfair to upstanding members who take care of this responsibility;

WHEREAS, to address this problem, on January 24, 2017, the General Executive Board (GEB) issued a Resolution ordering all Officers or Agents negotiating contracts for MM&P to seek dues check-off provisions in all contracts. Nevertheless, there are still a handful of contracts that do not contain dues check-off provisions; this leads to decreased motivation and as a consequence can compromise cohesive and effective teamwork. It has negative effects for unions, resulting in a deterioration of working conditions and potential organizational, economic and legal consequences;

Therefore be it RESOLVED, that the membership of the International Organization of Masters, Mates and Pilots (IOMM&P) recognizes, supports and reaffirms the January 2017 General Executive Board decision on Dues Check-Off for all groups with any open contracts as fair and equal. Further, that the purpose of this resolution is to assist companies to:

- Develop policies and plans to expand Dues Check-Off;
- Involve our membership and the organization in this process.

Working people in America have certain basic legal rights to safe, healthy and fair conditions at work. Unions help build a better life for working people: show your support for unions.

Convention Action: Concur with Committee Recommendation.
APPROVED.

Submitted By: Steve Werse

Delegates to the 87th MM&P Convention

The Union extends sincere thanks to the Delegates who participated in the 87th Convention under the rules and principles set forth in Article IV of the MM&P International Constitution:

“The authority and power of this Organization is vested in the Members thereof, acting by and through their duly elected Delegates meeting in Convention assembled... Such Convention is the source of all true and legitimate authority over the Organization and possesses as such supreme and absolute power over same and all channels leading thereto.”

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Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Health and Benefit Plan

Scholarship Program

The Trustees ratified the action of the Chairman and Secretary in approving the six MM&P Offshore scholarship awards for the year. The winners are:

1. Sydney Madden – daughter of Richard Madden
2. Roxanne Schulman – daughter of Paul Schulman
3. Nathaniel MoneyMaker – son of Steven MoneyMaker
4. Chandler Dahn – daughter of Wilbur J. Dahn III
5. Rory O'Toole – daughter of Michael O'Toole
6. Wesley Dahn – son of Wilbur J. Dahn III

We will profile the winners in an upcoming issue of The Master, Mate & Pilot. Under the provisions of the Plan, International Scholarship & Tuition Services Inc. in Nashville, Tenn., reviews all applications submitted by sons and daughters of eligible Offshore members/co-pay pensioners and selects the winners and alternates.

2019-20 Offshore Scholarship Applications

Eligible dependent children of eligible Offshore members and co-pay pensioners in good standing are reminded to request an application for the scholarship program. Applicants must be high school seniors during the 2018-19 school year. Completed applications must be returned to the Plan Office by Nov. 30, 2018.

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

Earnings Limitations for Pensioners and/or Dependents Under Age 65

As a reminder, pensioners and/or their covered dependents must notify the Plan if they reasonably expect that they will exceed the earnings limitations for the year. The Plan will offer them the option of continuing coverage under the Plan with Continuation of Group Health Coverage (COBRA).

Please note that the rules of the Plan state that these pensioners/dependents will also be presumed to exceed the earnings limitations for the following year unless they can demonstrate

otherwise in writing. The Plan may request information such as copies of the federal income tax statement to verify that these pensioners/dependents have not exceeded the earnings limitations. If this information is not provided, the rules require the Plan to suspend benefits to these pensioners/dependents.

CVS-Maintenance Choice

If you have been prescribed a medicine that you must take regularly,* you can now fill the prescription at your local CVS store for a 90-day supply at the mail order discount price. This option has been in place since Jan. 1, 2016. The Trustees approved this choice to try to make it easier for you to obtain your long-term medicine. We still have the mail service pharmacy option if you would like to receive long-term medicines in the mail. You can also have any specialty medication sent to a CVS pharmacy: just ask the CVS pharmacist to contact the specialty pharmacy and request that it ship your medication to the CVS store.

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

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

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

Earnings Limitation Forms Needed

Frank Colebrissi	Robert Crawford
Shelly Fletcher	James Hamblett
Joseph Johnson	Robert Newton
John Redfearn	James Schaller
Walter Shea	Joseph Souza
Shawn Tucz	

Pension Plan Missing Participants

The Plan has been trying to get in touch with the following participants in 2018, and they have not responded to the Plan.

Annual Pension Confirmation Forms Needed

Evangeline Baura	Charles Demers
Victor Gonzalez	Angela Houmis
Edward Little	John Maguire
Betty Mays	Curtis Murray
Gerarda Petcosky	Robert Sanders
Dionicio Velez	Gordon White
James Willis	Wyonia Young

Pension Plan, APP, IRAP

Have You Planned for Your Retirement?

If you have not thought much yet about retirement, now may be a good time to consider how you are going to save for it.

The MM&P Individual Retirement Account Plan/401(k) arrangement provides a simple, easy mechanism to save for your retirement. You can make pre-tax contributions directly from your payroll check. The pre-tax contributions are then transferred by your employer to the Plan, which will forward your contribution to your 401(k) account at Fidelity Investments.

You may also be allowed to contribute to the Plan under a Roth 401(k). The Roth 401(k) contribution option is subject to agreement by your individual employer to keep separate payroll records for your pre-tax 401(k) and your after-tax Roth 401(k) contributions. Please check with your employer to confirm availability of this option.

If your employer allows Roth 401(k) contributions and you are eligible to make traditional pre-tax contributions to the 401(k) plan, you are eligible to make Roth 401(k) contributions. In addition, unlike an individual Roth IRA, the Roth 401(k) contributions to the MM&P IRAP/401(k) Plan are not subject to restrictions based on your adjusted gross income.

Some members may think that a small amount will not help them much in saving for retirement, but remember that over time, a small amount of money can grow. That's the magic of compounding. The contributions that you make to your 401(k) account and any earnings on those contributions are not taxed until you withdraw the money at retirement. And remember that the earlier you start saving, the more money you will have in your 401(k) account at retirement.

When you enroll in the 401(k) Plan, you can decide what investment style you are most comfortable with. The Plan offers a wide range of investment options with different risks and potential returns.

The Employee Benefit Research Institute (EBRI) is an organization that seeks to provide information and insights on employee benefits to participants in public and private employee benefit programs. EBRI sponsors an educational program that provides "tools to help all Americans understand the need to plan in order to have a future—particularly at retirement." The program is called "Choose to Save." Its website, choosetosave.org, is a very good source on how to plan for your retirement. The website also provides links to on-line calculators for loans, budgets, college, credit cards and savings. If you have time, you might like to visit this website.

If you have questions about your Masters, Mates & Pilots Individual Retirement Account Plan/401(k) arrangement, you can call the Plan's benefit advisors at 410-850-8625 or visit Fidelity's website at www.fidelity.com.

In 2018, for people under age 50, the combined IRS contribution limit for both Roth and traditional pre-tax contributions is \$18,500. If you are over 50, you can contribute an additional \$6,000 to make catch-up contributions; for people over age 50, the combined IRS contribution limit for both Roth and traditional pre-tax contributions is \$24,500.

NEWS FROM MITAGS

Delaware Apprentice Pilots at MITAGS



Apprentice pilots with the Pilots Association for the Bay & River Delaware were at MITAGS in August for a five-day training course that covered ECDIS for Pilots, AIS and Portable Pilot Unit usage. Two of the five days were spent working in the MITAGS AWN simulator on restricted visibility exercises on the Delaware River. American Pilots' Association (APA) President Jorge Viso spent time talking with members of the group. In the photo (*left to right*) Wayne Bailey (Instructor), Cody Guilday, Mike Ackerman, Alex McGuinness, Jorge Viso, Ryan Hans, Matt Helms and Dustin Schell.

Maritime Administrator, Science Educators, Cross Paths at MITAGS

Maritime Administrator Mark Buzby spoke at the North American Maritime Ministries Association Conference at MITAGS in August. On a break, he met with Wilbert McKinley, program director of Teach Fleet, which promotes learning in science, technology, engineering and math through hands-on activities, such as "Build-a-Ship." McKinley brought a LEGO replica of the proposed new SUNY training ship, *Empire State VII*, a design project sponsored by the Organization of Black Maritime Grads.



Training Is Key in Pursuing New Opportunities for Members



The development of courses to help position MM&P and its members at the forefront in competitive contract bids was the focus of a recent meeting at MITAGS involving both the union and an employer. In the photo (*left to right*) MITAGS Director of Business Development Bob Becker, Executive Director Glen Paine, Patriot's Margaret Reasoner and MM&P Vice President Gulf & Government Affairs Klaus Luhta.

PENSIONERS

Marty Joseph, shipping out of West Coast ports. He last sailed for Matson Navigation Company as third mate aboard the *Matson Consumer*.



John T. Lutey, shipping out of West Coast ports. He last sailed for Matson Navigation Company as master of the *Matson Maui*.



Tony Mociun, shipping out of West Coast ports. He last sailed for Matson Navigation Company as master of the *Matson Kauai*.

Pedro P. Marrero, retired from the MM&P Great Lakes & Gulf Region, United Inland Group.

Nikolai Sinkevich, shipping out of West Coast ports. He last sailed for APL Maritime as master of the *APL Philippines*.

Academic Building Dedicated to President Emeritus Tim Brown

Delegates to the 87th MM&P Convention dedicated the MITAGS Academic Building to MM&P President Emeritus Tim Brown—leader, mentor, friend and true union brother—who served as International President from April 1991 to December 2012.

“Tim’s legacy is not only a strong and durable union that advocates for mariners and protects their rights and working conditions,” said MM&P President Don Marcus. “It is also the gift of warmth and humanity that he left in the hearts of the many whose lives he touched.”

Outside: entrance to the MITAGS Academic Building.



Current and former union officials who worked closely with Brown over the years: MM&P President Don Marcus, former Atlantic Ports Vice President Rich May, former Atlantic Ports Vice President Bob Darley, former Pacific Ports Vice President Paul Nielsen and former Executive Assistant to the President Mike Rodriguez.

Inside: a portrait of Brown, a painting of his last ship—the *SS Sealand Consumer*—a commemorative plaque and the MM&P sextant. Maryland Pilot Brian Hope, an accomplished artist specialized in current and historical maritime scenes, painted the picture of the *SS Sealand Consumer*.

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CROSS'D THE FINAL BAR



Robert Louis Adams, 65, June 16. A senior pilot with the Aransas-Corpus Christi Pilots Association, he had twice served as presiding officer of the group. He was a Houston Texan fan to the core and enjoyed a rich social life as a member of the Brotherhood of the Coast, a founding member of the Aransas Pass Yacht Club and a true fan of Disney World and Minnie Mouse. He is survived by his wife

of 45 years, Karen Elaine Womack Adams, two children and four grandchildren.

Eskild M. Andersen, 89, May 20. A resident of Electric City, Wash., and a pensioner since 1993, he last sailed for American President Lines aboard the *President Taft*.

Henry R. Andersen, 93, April 21. A resident of Puyallup, Wash., and a pensioner since 1969, he last sailed with Grace Lines aboard the *Santa Alecia*.

Patrick J. Baker, 80, May 23. A resident of Montreal, Wis., and a pensioner since 1985, he last sailed for Lykes Brothers Steamship Company aboard the *SS Tillie Lykes*.



Gwendolyn Ball, June 4. A resident of Maryland, she was a My Cleaning employee at MITAGS for many years. She is remembered for her ever-present smile, warm friendliness and meticulous service.

Lawrence E. Bunting, 70, April 30. A resident of Shoreline, Wash., he last worked for Chesapeake Crewing aboard the *SLNC Goodwill*.

Elizabeth M. Clark, 80, March 22. A resident of Lighthouse Point, Fla., and a pensioner since 1997, she last sailed for Sealand Services as master of the *MV Sealand Explorer*. She served in the U.S. Navy and sailed as chief mate and master with Sealand from 1973 until her retirement in 1997. She had an ATP pilot license and was a certified flight instructor and a qualified ground instructor. An accomplished scuba diver, she collaborated with the New York University Micropaleontology Department on bottom sediment research projects in Long Island Sound and the Atlantic Ocean. Liz was a longtime member of the American Merchant Marine Veterans Association (AMMV) and CEO of the AMMV Gulfstream Chapter. She served as AMMV interim national vice president in 2012 and 2013. She was also a member of the Council of American Master Mariners.



Donald J. Demetz, 91, April 30. A resident of Pass Christian, Miss., and a pensioner since 1993, he last sailed for Delta Steamship Company as master of the *SS Del Sol*. Survivors include his seven children: Donald, Karen, Patty, Peggy, Renee, Danielle, Charles and their spouses; 18 grandchildren and seven great-grandchildren.



Joseph "Kerry" Fitzpatrick, 74, March 27. A resident of Duxbury, Mass., and a pensioner since 2002, he last sailed for E-Ships as master of the *MV Endeavor*. Known as one who did not sit still long, he dabbled in both real estate and taxi driving. Kerry enjoyed reading about history, meeting people, and telling tales of his time at sea. After retiring he picked up a second career teaching at Mass Maritime

Academy. He was an active member of the Boston Marine Society. He enjoyed watching his Boston Red Sox, especially when they won three championships. A cherished role in his life since 2013 was being a grandfather. He is survived by his wife Karen, daughter Tracy, son Josh, their spouses, his brother Brian, grandchildren Alexa and Cameron, many nieces, nephews and cousins.

John Gibbons, 95, May 8. A resident of North Falmouth, Mass., and a pensioner since 1978, he last sailed for Ocean Transportation Company as master of the *St. Overseas Ulla*. John served on the *USS President Hayes* during the Leyte Gulf landings. He earned the Asiatic Pacific 1 Star and American Area Victory Philippine Liberation 2 Stars among other honors. He met his wife of 56 years, a commissioned Navy nurse, aboard that ship. He took on a new role as professor at Massachusetts Maritime Academy, where he became known for his stringent adherence to "every exact word in the Rules of the Road." This stance earned an appointment to the U.S. Coast Guard Rules of the Road Advisory Council. He is remembered for working tirelessly to unify the "Inland Rules of the Road" with the international "Collision Regulations." He received numerous awards including the MMA Alumnus of the Year Award in 1992 and the MMA Alumni Association Special Recognition Award in 2016 for naval and merchant service. A member of the Boston Marine Society for 64 years, he served in many roles including president. John received a gubernatorial appointment as deputy pilot commissioner for Massachusetts Pilot District Three, providing oversight and commissioning of state pilots from 1993 until 2008. He is survived by his daughter Elizabeth and son Fred; many family members including Alexander and Alexandra, Eduard and Beth, Marco, Lt. JG Alex O'Konski; and the O'Konski, Schumacher, McGavin and Beattie families.



Milton E. Hall, 81, May 9. A resident of Kittery, Maine, and a pensioner since 1986, he last sailed for United States Lines as master of the *American Lynx*. He was a part time lobsterman and volunteered his time at the Kittery Historical and Naval Museum. He is survived by his son Michael and daughter Rebecca.

Edward Kavanaugh Jr., 95, March 26.

A resident of Winter Haven, Fla., and a pensioner since 1987, he last sailed for United States Lines as master of the *SS American Astronaut*.



Paul T. McGrath, 61, March 21. A resident of Portland, Maine, he worked for Reinauer Transportation Company as chief engineer on the tugboat *Dylan Cooper*. He earned degrees in Marine Science Engineering, Mechanical Engineering and a Master of Policy, Planning and Management before finding his way back to the sea. He worked on various tugboats before taking the position with Reinauer.

He enjoyed landscaping, golf, partridge hunting, skiing, and the award-winning 1967 GTO he renovated. He was an avid reader and loved his cats WingNut and Smokey. He is survived by his love Sherry Smith, his mother Mary, his brother Jack, sisters Ellen and Anne, nephews Brian, Sean and Daniel, niece Catherine, four great-nieces and a great-nephew.



Asbjorn Erik Oscarsen, 94, Oct. 18, 2017. A resident of San Francisco, Calif., and a pensioner since 1985, he last sailed for Keystone Shipping aboard the *Spirit of Liberty*. Born in Norway, he was a proud U.S. citizen who loved the sea and his wife Marthe Marie. Over the years, his membership in both the Scottish Rite and the Freemasons was a great source of pride and a very important part of his life. He is

survived by his granddaughter Deborah Bender, grandson Joseph Koonce, great-grandchildren Audra and Kelsey and his great-great-grandchildren Willow and Jensen.



Robert P. Strobel Jr., 58, May 19. A resident of Warren, Texas, and a pensioner since 2014, he last sailed for Marine Personnel and Provisioning as master of the *MPP St. Louis Express*. He attended Texas A&M Galveston and was a member of the Corps of Cadets. At his graduation, he was voted "most like captain" by his classmates. He attained the rank of Eagle Scout and was a Former Student Endowed

Century Club Member. He is remembered as caring for others and saving abandoned cats. He enjoyed solving puzzles, word problems and his family dog Pistol Pete. He is survived by his parents Bob and Helen Strobel, sisters Lynda and Roddy, his brother John and his aunt Nell Dickens.

John S. Tucker, 91, March 16. A resident of Waterford, Maine, and a pensioner since 1987, he last sailed for United States Lines as master of the *American Puritan*.

Richard E. Weaver, 90, May 30. A resident of Syracuse, Ohio, and a pensioner since 1987, he last sailed for Puerto Rico Marine Management aboard the *Atlantic Spirit*.

Martin E. West, 93, April 1. A resident of Astoria, Ore., and a pensioner since 1992, he last sailed for States Steamship Company as master of the *SS New York*. He spent 25 years as a member of the Columbia River Bar Pilots. He was a member of the Lewis and Clark Civic Theater, the First Presbyterian Church, the Masons, the Viking Nordic Dancers and the Astoria Gold and Country Club. He served two appointments on Governor Victor Atiyeh's Maritime Affairs Advisory Committee and was active with the Port of Astoria Commission and the International Pilots Association. He served as treasurer and then president of the Columbia River Bar Pilots and played an active role as consultant for the Columbia River Pilots' labor negotiations. He is survived by his wife of 72 years, Patricia; his children David, Robin, Christine and Cheryl; seven grandchildren and five great-grandchildren.



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