



The Master, Mate & Pilot

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



Best Wishes for 2019



The Master, Mate & Pilot

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About the Cover

Holiday Greetings! MM&P wishes all readers of *The Master, Mate & Pilot*, on land and at sea, and their families and friends, a happy holiday season.

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FROM THE PRESIDENT

International Maritime Unions The Future Is Now

Union Sisters and Brothers,

The maritime industry is, of course, a global one. In the case of the U.S. Merchant Marine, however, a sort of American exceptionalism has served to keep a baseline industry in existence. American maritime labor has been instrumental in keeping alive the small, but essential, deep-sea U.S.-flag fleet. On the global scene, separate from, but bound to affect our government-sponsored industry, several events over the last few months of 2018 demonstrate the role that the international labor movement can play in determining the future of international shipping in the present era of neo-liberalism and technological innovation.

The 44th Congress of the 122-year-old International Transport Workers' Federation (ITF) was held in Singapore Oct. 14–20. Singapore was selected as the location as a salute to labor in East Asia and because the city is at the leading edge of global trade and technology. While maritime workers make up only one sector of today's ITF, the moral, industrial and financial strength of the ITF remains dependent on the integral relationship between “dockers,” that is, longshoremen, and seafarers. Without that relationship and the collective power that these two groups of workers have in affecting world commerce, the ITF would have never developed into the positive force that it is today.

While the ITF has unquestionably been the most successful global federation of trade unions in improving the wages, benefits and working conditions of one of its core constituencies—flag-of-convenience mariners—it has been singularly unsuccessful in another of its key missions. That mission, which dates back to the ITF's 1948 Congress in Oslo, Norway, is, to raise international labor standards for mariners so as to drive flag-of-convenience shipowners back to the flags of their nations of beneficial ownership.

Given that the 70-year campaign has not yielded the desired result, no one anticipates that the traditional maritime nations will again be the source of the mariners who once brought the riches of the world to their shores and fueled their economic growth. The international maritime industry was the first to outsource its labor. The situation will not change as long as less expensive labor markets are available. The survival, at a very baseline level, of U.S. mariners as the labor force of the U.S.-flag merchant marine is almost entirely due to a fortuitous combination of military necessity and effective political action by those whose jobs are at stake: U.S. maritime unions.



The positive achievements of the ITF with regard to enhancing the lives of flag-of-convenience mariners were celebrated at the Congress in Singapore, in which I was gratified to participate along with Offshore Vice Presidents Don Josberger and Lars Turner. Yet it was also recognized at the Congress that the effort to improve international seafarer compensation and quality of life is far from complete. This mission requires the relentless efforts of ITF inspectors, dockers and seafarers around the world.

Also discussed at length, and the source of some controversy at the Congress, was an equally important ITF mission: protecting the interests of workers as technology transforms the maritime workplace (along with those of other transportation sectors). Enhancing workers' livelihoods, working conditions and quality of life must be an indispensable part of the formula for shaping the future of work. In this critical discussion, the ITF is the primary advocate for labor on the international level.

Strong differences of opinion marked the discussion of technology at the Congress. In fact, the International Longshoremen's Association (ILA) boycotted the event due to what appeared to be the ITF's collaborative approach on this subject leading up to the Congress. The question of the appropriate use of technology, or the “embrace” of technology, was a major theme during the week-long event. Like globalization, which began with the first modern flags of convenience nearly 100 years ago, automation has the potential to completely transform our industry and the work we do. In countless ways, of course, it already has. For proof, one need look no further than the immense changes that have taken place aboard ship during the relatively short professional lives of many MM&P members who began their careers in the mid-1970s.

Indeed, a key reason for our commitment to the ITF is to have a voice with regards to the effects of technological change. As part of the ITF Maritime Safety Committee and other committees that deal with the operational and legal aspects of technological change, MM&P has a seat at the table through the International Maritime Organization (IMO) in London. We have a chance to affect the speed and direction of change through

[continued on page 2](#)

FROM THE PRESIDENT (CONTINUED)

the IMO regulatory process. As we go to press, two members of our administration, Pilot Vice President George Quick and Offshore Gulf and Government Affairs Vice President Klaus Luhta, are in London as part of the ITF delegation to the IMO. We are honored that Captain Quick is chairman of the Ship Automation Working Group.

It is MM&P's commitment to remain engaged in the technology debate both internationally with regards to regulatory development at the IMO and nationally at the ground level of collective bargaining.

“American maritime labor has fought decades for what it has achieved. To keep it, we must continue to fight.”

The International Labor Organization (ILO) also plays an important role on the international stage for maritime labor. Established in 1919 as an agency of the League of Nations, and developed by, among others American Federation of Labor founder Samuel Gompers, the ILO has long had an interest in establishing baseline employment standards, encouraging collective bargaining and advocating for the rights of freedom of association, speech, press and assembly. The ILO is unique in that it was established as a tripartite organization of government, employers and labor.

While the ILO's recommendations are not directly enforceable, in the case of seafarers the establishment of the ILO Maritime Labor Convention of 2006 has been a significant achievement. It sets a recommended baseline for wages, working conditions and for the treatment of seafarers that, while below the collectively bargained standards of the ITF, nonetheless raises the bar for many of the world's most pitifully treated seafarers.

Sadly, but not unsurprisingly, the United States is one of the few, if not the only, major trading nation that has refused to ratify this International Convention. Never a champion of international labor standards, enforceable or not, Congress has, at least, been consistent. Equitable international labor conventions and equitable national labor laws are not on the legislative radar!

In November, after collective bargaining between representatives of international shipowners and an ITF delegation representing

seafarers (facilitated by the ILO at its headquarters in Geneva), the minimum international standard wage for an AB was established. The rate will be \$618 per month effective July 1, 2019, \$625 as of Jan. 1, 2020 and \$641 as of Jan. 1, 2021. The rates for other unlicensed ratings and licensed personnel are extrapolated from this baseline.

I quote these rates because U.S. mariners should be aware of the very modest baseline that we are competing against on the international level! This is a sobering fact that should make every U.S. mariner grateful for trade union political action and collective bargaining. American maritime labor has fought decades for what it has achieved. To keep it, we must continue to fight. If we falter, the international standard will become the U.S. standard, and seafaring will no longer be an occupation for American citizens.

The achievements of maritime labor unions were brought home to me while I attended the 100th Anniversary and National Convention of the Inlandboatmen's Union of the Pacific (IBU) in Seattle Nov. 11–14. The IBU is a democratic trade union that has weathered 100 years of turbulence. Like MM&P, the IBU has remained true to its mission of improving the lives of its members. Sometimes maligned by reactionary employers, the IBU hasn't wavered in its commitment to progressive unionism, the theme of its Convention. The success of the IBU's commitment is evidenced by the fact that the two senior positions in the union are held by women: President Marina Secchitano and Secretary-Treasurer Terri Mast. That is no small achievement in the maritime industry—an industry that, as we might admit, has been known to resist change. Congratulations to the IBU on the occasion of its 100th Anniversary.

All the above should lead us to conclude that here in the U.S. Merchant Marine, while ideally we should be much closer to the role we once played in our national economy, there is much to be grateful for. Despite relentless global competition, regressive national labor laws, the pressures of anti-union employers and absurd intra-union dysfunction, we continue to press forward. Our national flag and our MM&P flag continue to fly on the high seas and on inland waters. This is where the flags belong and where MM&P's flag has flown for the last 131 years.

As the holidays are upon us, let's give thanks for what we have and for what those who came before us have established, and let's remember that it is our duty and our mission to keep our flag flying for the next generation.

Happy holidays, Sisters, Brothers and friends of MM&P,

Don Marcus
MM&P President

MM&P Members and Friends Honored at Admiral of the Ocean Sea Awards Ceremony

MM&P licensed deck officers were among those recognized for heroism Nov. 2 at the United Seamen's Service Admiral of the Ocean Sea (AOTOS) awards ceremony in New York City.

The honorees included: the officers and crew of Military Sealift Command Expeditionary Fast Transport vessel *USNS Trenton*; the officers and crew of *MV Edgar B. Speer*, a 1,000-foot bulk carrier operated by USS Great Lakes Fleet; and *USNS Yuma* Third Mate Mark Goodwin.

The officers and crew of *MV Edgar B. Speer* were recognized for saving three fishermen from a sinking boat during a storm on Lake Erie. The licensed deck officers aboard the *Speer* are members of the MM&P Great Lakes & Gulf Membership Group.

The officers and crew of *USNS Trenton* were honored for carrying out a massive rescue mission on June 12, after they spotted an overturned inflatable craft in a section of sea traversed by fleeing migrants. They pulled 41 people to safety and cared for them for five days until they could be transferred to the Italian Coast Guard. Captain Susan Orsini and Chief Engineer Daniel Saunders accepted the AOTOS Mariners' Plaque on behalf of the ship's crew.

USNS Yuma Third Mate Mark Goodwin received the AOTOS Mariners' Rosette for heroism in a storm with winds gusting to 77 knots. Goodwin singlehandedly deployed the anchor system—a process normally handled by three people. He worked alongside the rest of the crew, the harbor pilot and two pusher boats to secure the vessel until it was moored.

Special recognition was also given to *USNS Mercy*, one of the U.S. Navy hospital ships, for its Pacific Partnership humanitarian deployment to Southeast Asia earlier this year.

The licensed deck officers aboard *Yuma*, *Trenton* and *Mercy* are represented by the MM&P Federal Employees Membership Group (FEMG).



The officers and crew of *MV Edgar B. Speer*, which is operated by USS Great Lakes Fleet, received the AOTOS Mariner's Plaque for saving three fishermen from a sinking boat in Lake Erie. (Left to right) Key Lakes/Great Lakes Fleet General Manager Ken Gerasimos; Captain Richard A. Laskey; MM&P Great Lakes & Gulf Vice President Tom Bell; AB Frank Jackson; First Mate James Stengel.

MM&P officials were on hand to congratulate mariners honored at the event. (Left to right)

Atlantic Maritime Group Representative Paulina Czernek, International Secretary-Treasurer Steve Werse, MIRAID President C. James Patti, Great Lakes & Gulf Vice President Tom Bell, former Atlantic Ports Vice President Rich May, International Counsel Gab Terrasa, Atlantic Ports Vice President Don Josberger, International President Don Marcus and Federal Employees Membership Group Vice President Randall Rockwood.



NEWS BRIEFS (CONTINUED)

MM&P Salutes Inland Boatmen's Union at the IBU's 100th Anniversary Celebration and Convention

Representatives of Masters, Mates & Pilots joined members of the Inland Boatmen's Union of the Pacific (IBU), the International Longshore & Warehouse Union (ILWU), numerous other unions and IBU employers on Nov. 11, for the IBU Centennial Anniversary event in Seattle.

MM&P President Don Marcus, United Inland Group Pacific Maritime Region Vice President Tim Saffle and Representative Dan Twohig were on hand to join in celebrating the IBU's 100 years of progressive unionism.

"Congratulations both for 100 years of fighting on behalf of maritime workers and also for electing two outstanding women to your top positions of leadership," Marcus stated on behalf of MM&P members at the opening of the convention the following day.

"That is a great achievement for any union, but particularly for a maritime union, where we might be known to resist change."

The senior officials of the IBU are President Marina Secchitano and Secretary-Treasurer Terri Mast.

"MM&P pledges to continue on the strong foundations of cooperation and progress between our two unions," Marcus said.

The IBU is the marine division of the ILWU, which has recently sworn in a new leadership team. Participating in the convention were ILWU President Willie Adams, Vice President (Hawaii) Wes Furtado, Vice President (Mainland) Bobbie Olvera Jr. and Secretary-Treasurer Ed Ferris.

All the newly elected officials, along with Rob Ashton, president of ILWU Canada, took the floor during the proceedings to convey their congratulations and best wishes to the IBU.

MM&P partners with the IBU and the ILWU in the Maritime Labor Alliance, which works to protect the working conditions and jurisdictions of union members.

The other members of the Maritime Labor Alliance are: the International Longshoreman's Association (ILA), the American Radio Association (ARA) and the Marine Engineers' Beneficial Association (MEBA).



In the foreground are IBU President Marina Secchitano (*right*) and Secretary-Treasurer Terri Mast. Behind them is the ILWU Leadership Team: (*left to right*) International Vice President for Hawaii Wesley Furtado, International Secretary-Treasurer Ed Ferris, International President Willie Adams and International Vice President for the Mainland Bobby Olvera Jr. MM&P President Don Marcus, who spoke at the IBU convention, congratulated IBU members "for 100 years of fighting on behalf of maritime workers and also for electing two outstanding women to your top positions of leadership."

MM&P Captain at Philly Shipyard With Matson New Build

At 3,600 TEUs, Matson's Aloha Class vessels are the largest containerships built in the United States. Captain Ted Bernhard was at Philly Shipyard to view the second of the Aloha Class vessels, the *Kaimana Hila*, which is scheduled for completion in the first quarter of 2019.

The first ship in the class, the *Daniel K. Inouye*, made her first call at Honolulu on the morning of Nov. 28.

Designed specifically for Matson's Hawaii service, the new ships bring greater capacity as well as state-of-the-art "green ship" technology features, including a more fuel efficient hull design, dual-fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double-hull fuel tanks and fresh water ballast systems.



Captain Ted Bernhard at Philly Shipyard.

USNS Comfort Deploys to Help Refugees From Venezuela

The Military Sealift Command hospital ship *USNS Comfort* has embarked on a four-month medical assistance mission in Ecuador, Peru, Colombia and Honduras.

The mission is focused on assisting the flood of Venezuelan refugees fleeing into neighboring countries.

The ship is carrying about 200 military doctors, nurses and technicians from the United States and partner nations, along with about 60 medical and dental professionals from international aid groups.

Their combined expertise will give *Comfort* the ability to provide general surgery, eye surgery, optometry, dentistry and general medicine and public health services for up to 750 patients per day.

Comfort is equipped with surgical and post-surgical rooms, a CAT scan unit, four X-ray machines, a dental suite, an optometry lab, a physical therapy area, two oxygen-producing plants and a 5,000-unit blood bank.

The licensed deck officers at the conn of *Comfort* and sister ship *USNS Mercy* are represented by the MM&P Federal Employees Membership Group (FEMG).

NEWS BRIEFS (CONTINUED)

MM&P Government Group Members Overwhelmingly Approve Dues Increase



Ballot Committee members Laura Hammond (left) and Matt Nettleton (right) with MM&P International Secretary-Treasurer Steve Werse and Government Group Representative Randi Ciszewski. FEMG members voted by a large margin in favor of the dues increase.

By a large margin, members of the MM&P Federal Employees Membership Group (FEMG) have approved a dues increase.

The votes were counted Nov. 13 at MM&P headquarters in the presence of Ballot Committee members Laura Hammond and Matt Nettleton, along with MM&P International Secretary-Treasurer Steve Werse and Government Group Representative Randi Ciszewski.

“FEMG members expressed strong support for the union,” Werse said.

“I’m glad to see the members appreciate the value of our union and its representation, and are willing to pay for it through their dues,” Hammond agreed.

Nettleton said he was “overwhelmed by the positive response of the FEMG brothers and sisters.”

“The vote by members who supported this much-needed boost in dues has reinforced my passion for the FEMG,” Ciszewski said.

“I’m proud to represent members of the Government Group and their families, who sacrifice so much on a daily basis for our great nation.”

Crew of *USNS Wally Schirra* Rescues Five Fishermen in South China Sea

The crew of the Military Sealift Command fleet ordnance and dry cargo ship *USNS Wally Schirra* rescued five Filipino fishermen floating on a raft in the South China Sea on Oct. 8.

The fishermen said their boat had sunk after the hull was punctured by a blue marlin. They told members of the crew of the MSC ship that they had been adrift for five days before being spotted by the watch officer.

“The fishermen salvaged what they could from the rapidly sinking boat,” Chief Mate Leon Hadley was quoted in news reports as saying.

He said the five had removed the outriggers and planks from their boat to turn it into a raft with barrels underneath for floatation.

“They took with them some rice, clothes, batteries, an 8-watt bulb, an AM-receive only radio and a handheld GPS,” he added. “They had no water.”

The crew deployed the rigid-hulled, inflatable boat to carry out the rescue.

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

Photo Credit: Military Sealift Command



USNS Wally Schirra. The crew of the MSC ship rescued a group of fishermen who had been adrift on a raft for five days.

MM&P Members Save Humpback Whale... Story “Goes Viral”



Nick Taron and Sam Synstelien on The Ellen Show with Ellen Degeneres.
“I love heroes like this,” Degeneres said.

Two MM&P members who saved a humpback whale entangled in ropes were interviewed in November by Ellen Degeneres for The Ellen Show.

“I love heroes like this,” Degeneres said in introducing the two, Sam Synstelien and Nick Taron, friends who were out fishing when the incident occurred.

“They risked their own lives to save the humpback,” Degeneres told the studio audience, which gave them a standing ovation.

Synstelien is a member of the Federal Employees Membership Group who sails as a deck officer for Military Sealift Command.

Taron is a member of the United Inland Group-Pacific Maritime Region who works for Baydelta Maritime in San Francisco.

When they spotted the whale, which was entangled in a rope and dragging a buoy, they alerted the Coast Guard. But after three hours “with a lot of back and forth,” they realized that help would take too long to arrive.

So Taron maneuvered the fishing boat to the side of the whale, and Synstelien jumped in with a knife.

“Nick screamed at her ‘stay still,’” Synstelien said. “And she did.”

“I grabbed the whale by the dorsal fin, made one cut, and then the second cut, and then she swam away,” he said.

Degeneres gave the two life vests inscribed with the words, “Stay calm—we speak whale.”

Shutterfly gave them each a check for \$10,000.

Newark Port Call

The officers aboard *Maersk Seletar* at the APM Terminal in Newark with MM&P Atlantic Ports Vice President Don Josberger (*far right*). (*Left to right*) Captain Peter Sperr, Captain Ruffin Warren, Chief Mate Dan Marks, Second Mate Charles Hendricks and Captain George Mara.



NEWS BRIEFS (CONTINUED)

Maersk Memphis Heads for Suez Canal



MM&P officers in the wheelhouse of *Maersk Memphis* as the vessel was headed out on foreign voyage Number 34. (Left to right) Second Officer Glen E. Engstrand, Third Officer Michael C. Hayes, Master Kevin G. Coulombe and Chief Officer Ben J. Day. The next port of call would be Algeciras; the ship would then transit the Suez Canal for ports in the Middle East, Africa and India. It was set to return to Newark on Dec. 3, just in time for the hard-working crew to start the winter holidays.

CSA Environmental Achievement Awards to MM&P-Crewed Ships

A number of MM&P-crewed vessels have received certificates of environmental achievement from the Chamber of Shipping of America (CSA).

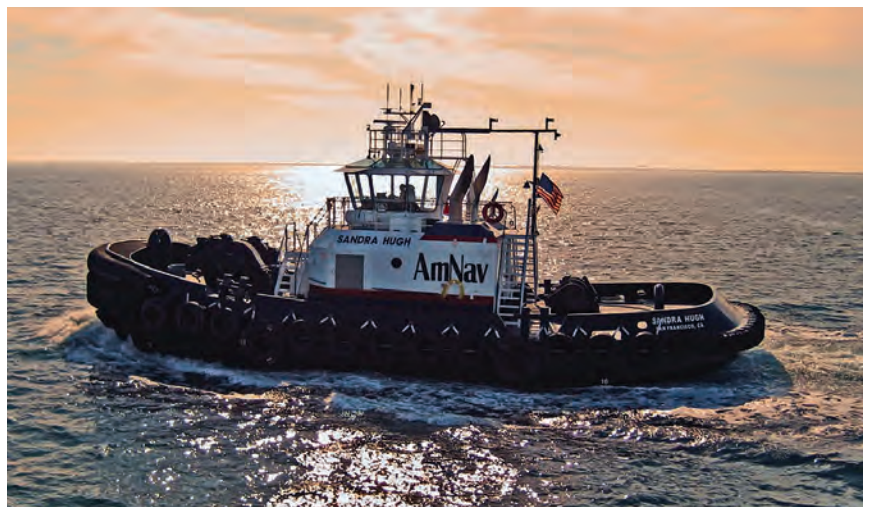
Among the MM&P employers whose ships have been recognized for 2018 are American Ship Management, AMNAV Maritime Services, Marine Transport Management, Matson, Moran, Patriot Contract Services and Reinauer.

The *MV Edwin H. Gott* and the *MV Roger Blough*, operated by members of the MM&P United Inland Group-Great Lakes & Gulf Region, have also been recognized by CSA for environmental excellence.

“These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards,” said CSA President Kathy J. Metcalf.

“It is encouraging to see how many vessels go for years achieving environmental excellence. Safe and environmentally responsible operations is a culture fully embraced by the maritime industry as a whole and as evidenced by the performances of the award recipients.”

The CSA’s annual awards for environmental excellence are open to all owners and operators of vessels sailing on oceans or inland waterways.



Members of MM&P Great Lakes & Rivers Group at MITAGS

Four members of the MM&P Great Lakes & Rivers Group attended classes at MITAGS this fall. The four are Ron Hill, who works for Grand River Navigation; Jerry Hoff, employed by marine construction and dredging contractor WMI; Matthew Evan Papania; and Daniel Reisbach, who works for marine construction and dredging contractor Dutra.



Ron Hill.



Jerry Hoff.



Matthew Evan Papania.



Daniel Reisbach.

SLNC Goodwill in Yokohama

Photo Credit: Deck Cadet Briana Broccoli, USMMA



The officers of the *MT SLNC Goodwill* took a break from their busy work schedule during a port stay in Yokohama to pose for a photo. Behind them, you can see the downtown Yokohama skyline. The group includes members of MM&P and MEBA. (Left to right) Chief Engineer Chance Parent, Second Mate Steve Lasnier, 2AE David Chapman, Chief Mate Lucas Juon, 1AE Craig “Jeff” Newton, Third Mate John Matichak, 3AE James Lamb, Port Captain Joe Byrne, Third Mate Clayton Prewitt and Captain Edward “Ted” Markuske.

NEWS BRIEFS (CONTINUED)

APL President Truman in San Francisco Bay



Captain Michael Jessner took this photo of APL's *MV President Truman* on Oct. 9, when the ship was anchored in San Francisco Bay. The other MM&P officers on board were Chief Mate Wesley Wilson, Second Mate Kevin McCown, Third Mate Jessica Mastrella and Third Mate Stephen McKinley.

MM&P at ILA Dock Council Meeting in Maine

Three MM&P captains were in Portland, Maine, recently for a meeting of the International Longshoremen's Association (ILA) New England Dock Council. The meeting was held at the Chebeague Island School. (Left to right) Jonathan Komlosy, MM&P Boston Representative Ron Colpus and Atlantic Ports Vice President Don Josberger.



MM&P Meets With Cadets at SUNY Career Fair

MM&P members and officials are always happy to meet with young people ready to embark on a maritime career. In the photo: Atlantic Maritime Group (AMG) Representative Mike Riordan, MM&P International Secretary-Treasurer Steve Wersé and AMG Representative Paulina Czernek.

MM&P Joins Hundreds of Transport Unions at ITF Congress

Representatives of transport unions from around the world convened in Singapore in October for the 44th International Transport Workers (ITF) Congress.

The theme of the congress was “Transport Workers Building Power.”

Representing MM&P were President Don Marcus, Atlantic Ports Vice President Don Josberger and Pacific Ports Vice President Lars Turner. Also in attendance were officials of MM&P’s Panama affiliate UCOC, the Unión de Capitanes y Oficiales de Cubierta, which represents tug captains and associated vessel personnel on the canal.

It was the first time in the ITF’s 122-year history that the congress was held in Southeast Asia. Participants came from about 140 countries, representing over 600 transport unions with more than 19 million members.

The congress aims to give transport workers a collective voice and set the agenda for the transport industry for the next five years. This year’s proceedings focused on how digitization is reshaping global transport, along with strategic policies.

“Sometimes I get questions about our participation in international forums,” said MM&P Pacific Ports Vice President Lars Turner.

“We’re here because it’s a key foundation of our work to influence international bodies and regulation. This is where we fight for better cabotage laws globally. This is where we fight for better seafarers’ rights. This is where we fight against social dumping and flag-of-convenience operators. It’s what we work for on an international level and it’s why we’re here.”

“This congress is all about transport workers building power through innovative campaigns, growing membership and influencing policy,” said ITF General Secretary Stephen Cotton.

“By uniting our efforts, we can ensure that the future of work provides good opportunities for all transport workers.”



MM&P President Don Marcus at the ITF Congress with Atlantic Ports Vice President Don Josberger and Pacific Ports Vice President Lars Turner.



Don Josberger and Lars Turner with Roberto Rey and Ivan de la Guardia, members of MM&P’s Panama affiliate UCOC.

Matson Begins U.S.-Flag Service to Marshall Islands

Matson has launched direct U.S.-flag service between Honolulu and the Republic of the Marshall Islands.

The new service calls on three ports in the Marshall Islands—Kwajalein, Ebeye and Majuro—every 17 days.

Matson has served the Marshall Islands since 1972. It has been serving the three ports from the U.S. West Coast via Guam, where westbound containerized and bulk cargo is transhipped to Matson’s Micronesia service.

For the new service, the company purchased a 700-TEU, U.S.-flagged containership renamed *Kamokuiki*, meaning “small island” or “vessel” in the Hawaiian language. The *Kamokuiki* has two 45-ton cranes, hydraulic folding hatch covers and high maneuverability to allow docking without tugs, all characteristics that the company says make it “well suited to serving island communities.”

The licensed deck officers aboard Matson vessels are members of the MM&P Offshore Membership Group.

NEWS BRIEFS (CONTINUED)

Maritime Trust Foundation Event Raises Money for Scholarships

Representatives of maritime labor unions, shipowners, government agencies and the U.S. Coast Guard attended a dinner in October organized by The Captain Phillips-Lane Kirkland Maritime Trust Foundation.

The purpose of the event was to raise money to fund direct scholarships and grants for young men and women who want to pursue careers in the American Merchant Marine but might not otherwise be able to afford to.

The Captain Phillips and Lane Kirkland Maritime Trust is a non-profit founded to pursue a number of important goals, including promoting the long-term strength of the U.S. maritime industry and the American Merchant Marine through public outreach, education and research.

To find out more about the Trust, go to: <https://captainphillipstrust.org/>



American Pilots Association (APA) President Jorge Viso (*left*) and APA Deputy Director Clay Diamond (*right*) with Rich Phillips.



MM&P Gulf Ports and Government Affairs Vice President Klaus Luhta, Fair Kim of the American Maritime Congress and Tony Fisher, deputy associate administrator for commercial sealift at the Maritime Administration.

WASHINGTON OBSERVER



C. James Patti

New Congress Brings Challenges and Opportunities

The November 2018 Congressional elections have resulted in significant changes in the make-up and structure of the 116th Congress. Strong, longtime supporters of our industry, including Reps. Frank LoBiondo, Dan Donovan and Bill Shuster, will not be returning. Their replacements will be joining more than 100 other newly elected members who will be serving in the House of Representatives and the Senate for the first time when the 116th Congress gets down to work. Nineteen of these first-time members of Congress have a military background: six served in the U.S. Army, two served in the U.S. Air Force and eleven have a U.S. Navy background.

The greatest change as a result of the 2018 Congressional elections is the shift in control of the House of Representatives from the Republican Party to the Democratic Party. The Democrats will control 239 seats in the 116th Congress and the Republicans will control 201. This change means that Democrats will now chair all committees and subcommittees, will set the schedule for the consideration of legislation and will control the process for voting on amendments to legislation being considered by the full House of Representatives.

As this edition of *The Master, Mate & Pilot* goes to press, selections for committee and subcommittee chairs have not been made by Democrats in the House of Representatives. We expect that Congressman Adam Smith (Calif.) will be chairman of the Committee on Armed Services, and that Congressman Joe Courtney (Conn.) will be chairman of its Seapower Subcommittee. This subcommittee and committee have primary jurisdiction in the House of Representatives over the statute authorizing the Maritime Security Program and its 60-ship maritime security fleet; the U.S.-flag shipping cargo preference programs; and the Jones Act.

In addition, we expect that Congressman Peter DeFazio (Ore.) will be chosen to lead the House Transportation and Infrastructure

Committee, which has primary jurisdiction over the regulatory programs affecting U.S.-flag shipping and American mariners. Representatives Smith, Courtney and DeFazio have been among our strongest and most consistent supporters in Congress.

While the changes in the Senate from the midterm elections have not been as significant—the Republicans maintained their control and slightly increased their numbers—there are some changes that will impact our industry.

We are, for example, extremely pleased that Sen. Roger Wicker (Miss.) will be the next chairman of the Committee on Commerce, Science and Transportation. This committee, through its Subcommittee on Surface Transportation and Merchant Marine, handles matters relating to the Maritime Security Program, cargo preference, the Jones Act and other programs and policies affecting U.S.-flag shipping. Throughout his career in Congress, Wicker has been a leading advocate for our industry.

Of course, there are other committees and subcommittees in the House of Representatives and the Senate that deal with matters extremely important to the operation and economic viability of U.S.-flag commercial vessels and to the jobs of American mariners. As the leaders of these subcommittees and committees are chosen, and the members of these panels are selected, we will make the information available to you through *The Master, Mate & Pilot* and our website.

MM&P, MIRAID and others in the U.S.-flag maritime industry begin the first session of the 116th Congress firmly committed to our core principle that a strong, competitive privately owned U.S.-flag merchant marine, owned and operated by American citizens and crewed by American mariners, makes an irreplaceable and indispensable contribution to the economic and military security of our nation. Throughout America's history, adherence to this principle has served our nation well. American ships and

WASHINGTON OBSERVER (CONTINUED)

“Our message has been and will continue to be non-partisan. It is a message that should resonate with anyone concerned about strengthening the economic and military security of the United States, preserving American jobs and using federal resources efficiently.”

American mariners protect America's foreign and domestic trades from control and domination by foreign shipping interests. They support America's national security missions and, most importantly, America's troops overseas.

Since the election, we have been asked repeatedly whether the new Congress, with its emphasis on creating and preserving American jobs, will be receptive to continuing, enhancing and funding the programs and policies important to our industry. This is, of course, the challenge that we face: it is incumbent on all of us to maximize our efforts to educate the new Congress as to the importance of our industry, and the programs that promote it, to the United States.

This is a challenge that we are prepared to face head-on. We have every reason to be proud of the role our industry has played and continues to play in support of our nation's economic and military security. The U.S.-flag maritime industry provides an important base of employment for American workers—skilled workers whose jobs would be lost if America's maritime programs were to be weakened or repealed—and whose skills would be lost to the Department of Defense if their jobs were outsourced to foreign maritime workers.

The U.S.-flag maritime industry, through the Jones Act, guarantees that the carriage of America's domestic commerce will not be controlled by foreign vessels and crews, or susceptible to the whims of foreign shipping interests.

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 safeguard our country's waterways and ports.

We will ask all members of Congress to reject misguided and ill-informed attacks on the Jones Act. Repealing the Jones Act would give foreign companies and foreign workers unlimited access to America's ports and coastal, Great Lakes and inland waterways. Repealing the Jones Act would put American shipping companies out of business, compromise the jobs of more than 500,000 American workers and threaten the economic and military security of our nation.

The U.S.-flag maritime industry, through the Maritime Security Program, represents an unparalleled example of a government-private industry partnership that meets critical policy objectives in an efficient and cost-effective manner, saving the American taxpayer billions of dollars in the process.

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 the Maritime Security Program carried 99 percent of these cargoes.

It is important for members of the 116th Congress to understand that supporting and fully funding the Maritime Security Program is good policy. Since its inception, the Maritime Security Program and its maritime security fleet have proven to be an efficient and cost-effective means to advance America's security interests and to support and supply American troops deployed overseas.

We will be asking all members of Congress to support full Fiscal Year 2020 funding for the Maritime Security Program at its Congressionally authorized level of \$300 million.

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 transactions 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.

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 cargoes, denying American maritime workers important job opportunities and spending American taxpayer dollars on foreign-flag shipping. This must stop.

We will ask all members of Congress to support policies that serve to strengthen the U.S.-flag merchant marine, including cargo preference shipping requirements, and to take all necessary steps to ensure that all federal agencies and departments comply with the law.

As the new Congress begins its work, we will intensify our efforts to educate and inform members of the House of Representatives and the Senate about our industry, the American jobs it supports and the national and economic security benefits it provides. We will fight to preserve the Jones Act, urge full funding for the Maritime Security Program, make sure at least a portion of U.S.-taxpayer-financed cargoes are transported on U.S.-flag vessels, and advocate for changes in America's tax laws to encourage rather than discourage the operation of U.S.-flag vessels and the employment of American mariners.

Our message has been and will continue to be non-partisan. It is a message that should resonate with anyone concerned about strengthening the economic and military security of the United States, preserving American jobs and using federal resources efficiently.

The challenge is great. There are powerful interests who stand to gain if U.S.-flag shipping programs were to be eliminated and foreign vessels were to gain total control over America's foreign and domestic commerce.

We must continue to support those who support us and our industry through the MM&P Political Contribution Fund (PCF).

A contribution to the MM&P PCF by each and every member of our union would go a long way to ensuring that we have the resources necessary to help elect the Republicans, Democrats and Independents who understand the importance of the U.S.-flag merchant marine and who are committed to preserving and creating jobs for American mariners.

We all have a responsibility to be involved. Contributing to the MM&P PCF is one of the best ways to play a part in the process.

Please go to www.bridgedeck.org to learn more about the PCF. If you have any questions about the PCF or our activities in Washington, please contact me at jpatti@miraid.org or communications@bridgedeck.org.



Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Board of Trustees Meetings

The Trustees have scheduled their 2019 meeting dates as follows: Feb. 5-7, June 4-6 and Oct. 15-17.

Pension Plan

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
Edward Little	Betty Mays
Robert Sanders	Dionicio Velez
Wyonia Young	

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

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

Vacation Plan

Last Day for Processing Vacation and PRO Payments

The Plan Office received approval to close the year-end Internal Revenue Service and company reports and to process Vacation and PRO payments for 2018 no later than Tuesday, Dec. 18, 2018 at 3:00 p.m. EST. All requests for 2018 Vacation and PRO payments received after this date and time will be held until Jan. 2, 2019 for processing and will therefore be taxable in 2019.

If you have any questions, please contact the Vacation Department at 410-850-8625, 410-850-8647 or Ken Ryan at 410-850-8617.

Health & Benefit Plan

Annual Open Enrollment November and December 2018

As a reminder, the Plan has an Open Enrollment which began on Nov. 1 and will end on Dec. 31, 2018.

During the Open Enrollment Period, participants can enroll dependents who missed the 60-day notification requirement for the addition of a dependent who became eligible for coverage as a result of marriage, the birth of a child, adoption of a child or placement of a child for adoption or under legal guardianship, or loss of other group health plan coverage or health insurance policy coverage under which the dependent was covered when initially offered the opportunity to enroll in the Plan.

If you have any questions, please contact a Benefit Advisor in the Plan Office.

Increase in Pensioner Earnings Limitation for Health Coverage

As provided for in the Health & Benefit Rules and Regulations, the pensioner annual earnings limitation effective Jan. 1, 2019 will increase from \$39,000 to \$40,000.

Effective Jan. 1, 2019, pensioners who are under 65 and who have retired under the MM&P Pension Plan with 20 or more years of pension credit, along with their dependents under 65 who are employed, will be able to receive annual earnings of up to \$40,000 without losing their health coverage under the Plan.

Please note: Pensioners and/or their dependents with less than 20 years of pension credit are subject to the Social Security limit of \$17,640. Pensioners and/or dependents who are under 65 should have already received their annual Earnings Limitation letter. They are reminded to complete and return the letter to the Plan.

If you have any questions, please contact the Plan Office.

Prescription Drug Formulary Exclusions Effective Jan. 1, 2019

The Plan has been advised by CVS Caremark that it will exclude some formulary prescription drugs effective Jan. 1, 2019.

CVS has advised us that a small number of participants and/or dependents will be affected by these exclusions. All affected participants and/or dependents should already have been notified by mail.

If you would like to review the formulary exclusion notice, it is posted on the website. To review the list, go to bridgedeck.org and click on “MM&P Plans,” then on “H&B Forms” and then on “CVS Caremark – Formulary Exclusions January 1, 2019.”

Long-Term Maintenance Prescription Drugs

Please remember that the health plan has mandatory mail or maintenance choice at a retail CVS store for your long-term maintenance medicines. Long-term medicine examples are for asthma, diabetes, high cholesterol, etc.

If you have any 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.

Federal Medicare Program

Applying for Medicare When You Turn Age 65

For a number of years, the Plan Office has been providing a notice to participants and dependents turning age 65 about the need to apply for Medicare even if they are still actually working.

It is very important that you enroll in Medicare because if you are age 65 or older, retired and do not have Medicare Part A and Medicare Part B, Plan rules will only allow us to reimburse your claims at 20 percent of the Allowable Expense.

A Quick Guide to Medicare

A few years ago, the Plan Office printed a “Quick Guide to Medicare.”

Because some time has elapsed since it was last printed, we felt it would be useful to have it updated as of 2018 and reprinted for your review.

Please remember that once you retire and become eligible for Medicare, you must submit a copy of your Medicare Card to the Plan Office.

Understanding Medicare

There are four types of Medicare coverage. Medicare Part A covers hospital services. Medicare Part B covers medical, physician, laboratory and other services. Part C consists of Medicare Advantage Plans, like HMOs and PPOs. Part D provides Medicare prescription drug coverage.

How to Enroll

If you already receive Social Security benefits, you do not need to do anything. You will be automatically enrolled in Medicare Part A and Medicare Part B effective the month you turn 65. For example, if your 65th birthday was Feb. 20, 2019, your Medicare effective date would be Feb. 1, 2019. (Note: If your birthday is on the first day of any month, Medicare Part A and Part B would be effective the first day of the prior month. For example, if your 65th birthday was Feb. 1, 2019, your Medicare effective date would be Jan. 1, 2019). Your Medicare card will be mailed to you about three months before your 65th birthday. If you do not want Medicare Part B coverage, follow the instructions that come with the card.

If you are close to age 65 and are not receiving Social Security benefits, you must apply for Medicare. You can apply by visiting your local Social Security office or by calling Social Security at 1-800-772-1213.

You are eligible to enroll in Medicare Part A when you turn 65. There is no cost for Part A coverage as long as you have worked and paid Medicare taxes for at least 10 years.

It doesn't matter if you are working or retired; you should still sign up for Medicare Part A when you are close to age 65.

Medicare Part B covers medical, lab, outpatient treatment, home care and other ancillary services. There is a cost. The standard premium amount in 2018 is \$134 per month (or higher depending on your income) for Part B. (Most pensioners will pay the standard premium. Some pensioners may pay a higher premium based on their income.) The three occasions when you can enroll are as follows:

1. Initial Enrollment Period

If you already are retired and neither you nor your spouse is working, your Initial Enrollment Period begins three months before you turn 65 and ends three months after the month you turn 65. Sign up for Medicare Part A and Part B three months before your 65th birthday because the start date for Medicare Part B may be delayed if you wait either until you turn 65 or until the last three months of your Initial Enrollment Period.

2. General Enrollment Period

If you miss the Initial Enrollment Period, you are eligible to file for Medicare during the General Enrollment Period, which runs from Oct. 15 through Dec. 7 of each year. Medicare Part B coverage starts on July 1 of the year in which you sign up.

If you are not working and you fail to sign up for Medicare Part B during the Initial Enrollment Period, the cost of Medicare Part B will increase by 10 percent for each 12-month period in which you could have had Medicare Part B coverage but did not apply for it, except under special circumstances.

Masters, Mates & Pilots Plans

One example of a special circumstance would be if you are working full time at age 65 and have benefits through a health and benefit plan or your working spouse's employer. (Contact your Social Security office for a list of other special circumstances).

3. Special Enrollment Period

The Special Enrollment Period is an option if you are eligible for Medicare and waited to enroll in Medicare Part B because you were still working and covered by the Plan or your spouse was still working and was covered by another plan. If this applies to you, you can sign up for Medicare Part B any time while you are still covered by an employer or union group health plan through either your own or your spouse's current employment.

You can also sign up during the eight months following the month that your employer or union group health plan coverage ends, or when the employment ends (whichever is earlier). It is better, however, to sign up as soon as you decide to retire and know when your coverage will end so you won't have a delay in the start of Medicare Part B.

If you are age 65 and still working enough hours to maintain benefits through the Plan, or your spouse is still working and is covered under his or her employer's group health plan, you should talk to a Social Security representative about when it would be best to sign up for Medicare Part B. Then you should advise the Plan Office of your decision.

Medicare has an excellent website which can be accessed at www.medicare.gov. You can also call Medicare at 1-800-Medicare.

Plan Amendments

The following Plan amendments were adopted by the Board of Trustees at the October 9-11, 2018 meetings.

DRAFT AMENDMENT NO.143 TO THE M.M.& P. HEALTH AND BENEFIT PLAN RULES AND REGULATIONS

- 1) Article IV (Benefit Provisions), Part M (Benefits for Pensioners), Section 3 (General Provisions), subsection A (Earnings Limitations for Pensioners Under Age 65) is amended by adding a new sentence at the end of paragraph 3 of that subsection to read as follows:

“Notwithstanding anything herein to the contrary, effective June 1, 2018, Pensioners and/or their Dependents will be permitted to receive “Earnings” through employment for the Maritime Institute of Technology and Graduate Studies, employment for the Organization or Plan Office, or shoreside employment for a Contributing Employer without losing their eligibility to health benefits under this Article IV, Part M.”

- 2) Article III (Eligibility), Section 3 (Officers of the Organization and Office Employees of the Organization and Plan Office), subsection B (Termination of Eligibility) is amended by adding a clause to the end of paragraph 1 of that subsection to read as follows:

“, provided, however, that, effective June 1, 2018, the Employee and the Organization or Plan Office may agree to a different period of extended coverage through collective bargaining or otherwise, with premium rates and coverage as provided through collective bargaining or as otherwise agreed to”

DRAFT AMENDMENT NO. 7 TO THE M.M.& P. INDIVIDUAL RETIREMENT ACCOUNT PLAN FOURTH RESTATED REGULATIONS

- 1) Article I (Definitions) of the Masters, Mates & Pilots 401(k) Arrangement shall be amended by adding a new Section 1.36 to read as follows, effective as of October 1, 2018:

“Section 1.36 Other Employer

The term Other Employer means any employer, aside from the Union or an M.M.&P. Fund, from whom the Trustees mutually agree that Tax Deferred Savings Contributions to the 401(k) Plan as authorized by an Employee may be accepted, who are not covered by a Collective Bargaining Agreement or Participation Agreement.”

- 2) Article I (Definitions) of the Masters, Mates & Pilots 401(k) Arrangement, Section 1.7 (Contributing Employer or Employer) shall be amended by adding the following new sentence at the end of that section to read as follows:

“Effective October 1, 2018, the term “Contributing Employer” or “Employer” shall also mean any Other Employer.”

- 3) Article I (Definitions) of the Masters, Mates & Pilots 401(k) Arrangement, Section 1.8 (Agreement) shall be amended by adding the following new sentence at the end of that section to read as follows:

“Effective October 1, 2018, the term “Agreement” shall also include any agreement with any Other Employer whereby the Other Employer agrees to make Tax Deferred Savings Contributions to the 401(k) Plan as authorized by the Employee.”

- 4) Article II (Eligibility and Participation) of the Masters, Mates & Pilots 401(k) Arrangement, Section 2.2 (Eligibility) shall be amended by revising subsection (d) to read as follows, effective as of October 1, 2018:

“An Employee of an M.M.& P. Fund, the Union, or any Other Employer who meets the eligibility standards in subsection (a) shall be eligible to participate under the Arrangement on the first day of any calendar quarter (January 1, April 1, July 1 or October 1) or after the first day of the first Plan Year beginning on or after the date the Employee meets the eligibility standards.”

- 5) Article II (Eligibility and Participation) of the Masters, Mates & Pilots 401(k) Arrangement, Section 2.3 (Participation and Deferral Elections) shall be amended by revising the first sentence of subsection (d) to read as follows, effective as of October 1, 2018:

“An Employee of an M.M.& P. Fund, the Union, or any Other Employer at the beginning of any calendar quarter (January 1, April 1, July 1 or October 1) may elect Tax Deferred Savings by completing and signing the form for that purpose prescribed by the Trustees, requesting the Employer to reduce his Earnings.”

- 6) Article II (Eligibility and Participation) of the Masters, Mates & Pilots 401(k) Arrangement, Section 2.5 (Tax Deferred

Savings Contributions) shall be amended by revising the second sentence of that section to read as follows, effective as of October 1, 2018:

“Tax Deferred Savings Contributions from any employment in the Pacific Maritime Region or from employment with an M.M.& P. Fund, the Union, or any Other Employer shall be forwarded to the Fund as of at least the last pay period of each month and within the deadlines established for this purpose by the Trustees.”

- 7) Article III (Tax Deferred Savings Accounts) of the Masters, Mates & Pilots 401(k) Arrangement, Section 3.4 (Investment Options) shall be amended by revising the second sentence of subsection (b) to read as follows, effective as of October 1, 2018:

“Participants may change their investment elections at the commencement of any sign-on or voyage, or for employment in the Pacific Maritime Region or with an M.M.&P. Fund, the Union, or any Other Employer at the beginning of each calendar quarter, or at such other time as the Trustees shall establish.”



Halloween marks the beginning of the holiday season! Greetings to one and all from the MM&P Plan Office staff.

MITAGS-PMI Community Outreach



MITAGS-PMI staff mobilize to fight hunger. At the Lifeline warehouse:
(left to right) Pasha Pavel, Dale Bateman, Gregg Trunnell, Glen Paine,
Justin Bell, Jenny Pitzen and Ginger Veighey.

Every year, nearly 40 percent of the food produced in the United States ends up in landfills while millions of people go hungry. MITAGS-PMI staffers are proud to volunteer at Food Lifeline, which recoups millions of pounds of nutritious food that would otherwise go to waste from farmers, manufacturers, grocery stores, restaurants and retailers. Volunteers from MITAGS-PMI help staff the Lifeline Hunger Solution Center, where they sort and repack food which is then distributed to more than 300 food banks, shelters and meal programs throughout Western Washington state. Every day, Lifeline volunteers provide the equivalent of 97,000 meals.

In CBR-D Class, MM&P Members Prep for Array of Risks

All mariners who sail aboard Military Sealift Command (MSC) and government contract vessels are required to train in chemical, biological, and radiological defense (CBR-D). Jim Clements is the instructor in the MITAGS CBR-D training course. The one-day course covers defense measures against the effects of different types of attack. Students suit up in masks, gloves and protective suits and learn about topics that include weapon effects and radiological monitoring. Crewmembers aboard MSC and contract ships perform CBR-D drills to stay prepared and hone their skills.



(Left to right) Louis B. Boone, Jin Ho Ahn, Brian Raymond Gottlieb, Gabrielle Olivia Rose Salazar and Adrian Mikel Klein.



(Left to right) Kyle Eric Bertotti, Alex Tam Tharakulprateep, Matthew Papania and Keith Finnerty.



Suiting up. *(Left to right)* Kyle Eric Bertotti, Alex Tam Tharakulprateep, Keith Finnerty and Matthew Papania.

PENSIONERS

David C. Burchard, shipping out of East Coast ports. He last sailed for Matson Navigation Company as master of the *Matson Maunalei*.

Christopher Danilek, shipping out of West Coast ports. He last sailed for Matson Navigation Company as chief mate aboard the *Matson Manukai*.

William W. Fransen, shipping out of West Coast ports. He last sailed for Matson Navigation Company as master of the *Matson Kodiak*.

Lawrence W. Hill, shipping out of West Coast ports. He last sailed for Sunrise/Pasha aboard the *Sunrise Horizon Reliance*.

Vivian A. Hill, retired from the MM&P Atlantic and Gulf Region, United Inland Group.

Richard D. Moore, shipping out of Gulf ports. He has been a Houston Pilot for the past 29 years.

Richard E. Ortis, retired from the MM&P Atlantic & Gulf Region, United Inland Group.

Joseph A. Perry, shipping out of Gulf ports. He last sailed for Patriot Contract Services as chief mate aboard the *Cape Trinity*.

William Schmidt, a member of the MM&P Great Lakes & Gulf Membership Group, sailed as captain of the City of Chicago Fireboat *Christopher Wheatley*.



Michael D. Smith, shipping out of West Coast ports. He last sailed for Sunrise/Pasha as master of the *Horizon Spirit*.

Ebenezer T. Tetteh, shipping out of Gulf ports. He last sailed for Patriot Contract Services as second mate aboard the *USNS Gordon*.

William H. Toohey III, shipping out of Gulf ports. He last sailed for Matson Navigation Company as third mate aboard the *Matson R.J. Pfeiffer*.

Terry J. Williams, shipping out of East Coast ports. He last sailed for Sunrise/Pasha as third mate aboard the *Horizon Pacific*.

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SCHOLARSHIPS

Congratulations 2018-19 Scholarship Winners!

Each year, the MM&P Health & Benefit Plan awards scholarships to six dependents of eligible members of the Offshore Group who have distinguished themselves in academics and extracurricular activities, including community service. As long as the students continue to meet the eligibility requirements, the scholarships are renewable for four years of college study. For more information, contact the MM&P Health & Benefit Plan at 410-850-8500. Congratulations and best wishes to the 2018-19 winners.



Chandler Dahn, twin daughter of Wilbur J. Dahn III, granddaughter of the late Wilbur J. Dahn and the late Charles W. Spradlin, and niece of Charles Michael Spradlin, all MM&P Masters. She will attend Rhodes College and pursue a pre-medical curriculum. In high school, she was a three-sport varsity athlete, newspaper editor, senior editor of the

yearbook, and chaired a variety of committees. "In my family, 'loading ships' means telling sea stories around the dinner table or at holiday events with my uncles," she says. "I am very grateful to MM&P for my family's careers over generations and its belief in me and my educational pursuits."



Wesley Dahn, twin son of Wilbur J. Dahn III, grandson of the late Wilbur J. Dahn and the late Charles W. Spradlin, and nephew of Charles Michael Spradlin, all MM&P Masters. He was granted admission to the University of Maryland, Robert H. Smith School of Business. In high school, he was on the varsity swim team, the varsity water polo team and was

selected for the water polo All Star team, playing at Navy. "Growing up in a longstanding maritime family shaped my siblings' and my lives," he says. "I am grateful to MM&P and honored to have been selected for this prestigious award."



Sydney Madden, daughter of Richard A. Madden. In high school, she was captain of varsity swimming, president of Key Club and a member of the National Honor Society and the Foreign Language National Honor Society. A violinist, she has competed in state solo and ensemble festivals and played in school musicals. She has volunteered with Special

Olympics, been an active member in her church and participated in the Ride for Missing Children. She will attend Coastal Carolina University, dual-majoring in marine science and political science. "Although my Dad is away working more than half the year, we are fortunate to spend extended periods of time together when he is home," she says. "His career has sparked many conversations about the shipping industry's impact on the environment, which has led me to pursue a career focusing on marine conservation. Thanks to MM&P, I can attend an out-of-state college with the largest marine science program on the East Coast."



Rory O'Toole, daughter of Mike O'Toole, will attend UC Davis, where she will major in global marketing with a minor in international business relations. In high school, she was captain of her high school and club soccer teams and a member of the National Honor Society. She played in a jazz band and tutored for three years. An avid musician and writer, Rory plans to

explore activities such as jazz ensemble and short story writing while at UC Davis. "I want to thank MM&P for this wonderful award," she says. "It reinforces my Dad's strong work ethic and 'never quit' attitude, which thankfully, he has passed along to me."



Nathaniel Moneymaker, son of Steven R. Moneymaker. His interests are soccer, fishing and skimboarding. In high school, he was a member of the National Honor Society, the Science National Honor Society and the German National Honor Society. He also received the Good Citizenship Award for leadership, scholarship and outstanding character.

"I am very proud of my father," he says. "He has worked his way up from Third Officer out of Texas A&M University to Captain of the *USNS Red Cloud*. Through the years, he has had many stories to tell of the places in the world he has visited, local residents and unique food. His stories of seeing pirates in the Gulf of Aden were crazy to think about but he never seemed unsettled. He is an outstanding captain and father. I want to thank MM&P for this prestigious award," he says. "It is a great honor to receive it."



Roxanne Schulman, daughter of Paul Schulman. In high school, she was captain of the varsity field hockey team, and a member of the Model United Nations debate program and the National Honor Society. She also gained her seal of bi-literacy in Spanish. She volunteered over 400 hours to philanthropies like the Someone Cares Soup Kitchen, Working

Wardrobes and Down Syndrome Association. She also worked a job throughout her years in high school. Her father, a member of MM&P for 28 years, is currently captain of the *Matson R. J. Pfeiffer*. "I'm extremely grateful for the opportunity that MM&P has given me," she says. "I would also like to give a big thank you to my father, who has been a strong and hardworking figure in my life." She wants to pursue a degree in elementary education with the goal of one day teaching second grade.



CROSS'D THE FINAL BAR



Marvin C. Boyle, 92, Sept. 7. A resident of Newberry, Fla., and a pensioner since 1990, he last sailed for Waterman Steamship as master of the *SS Sgt. Matej Kocak*. He served his country during World War II and took part in the D-Day invasion. He raised champion quarter horses for the race track and rodeo. He is survived by his wife Dorothy, daughters April and Arlene, and granddaughter Kayla.



James Lee Frank, 56, May 30, 2017. A resident of Beaufort, S.C., he sailed on vessels that included the *MTL Washington Express* and Horizon Lines ships. During his undergrad years at Rutgers University, he was captain of the varsity rugby team, presided over a fraternity, and taught squash. He spent four winter seasons as a member of the U.S. Bobsledding Team, and summers as a port captain in the Manhattan Southside Seaport. He is remembered as “an avid outdoorsman and a gentleman, the type of guy that everyone liked.” He is survived by his mother Constance, brothers Michael and Douglas, sister Dawn, numerous nieces, nephews, cousins, friends and the loves of his life, Marika and their children James and Juliet.



Alexander J. Franklin, 25, June 28. A resident of Ridge, Md., he worked for Reinauer Transportation on tugboats. Before his career as a merchant mariner, he played football, baseball and soccer in high school. Known as the in-house “IT” guy, he always had the latest electronics. He loved all genres of music and had a passion for creating mixes and playlists for friends and family. Alex liked to collect Lego figures, especially Buzz Lightyear. He also loved to cook, go crabbing and kayaking. Always concerned for others, he “never met a stranger” and helped all in need without hesitation. Family was his greatest love and he favored the time he got to spend with them. He is survived by his parents Bruce Alexander Franklin and Mary Raley Franklin; his siblings Kristen, Chelsea and Zachary; grandparents James and Mary Raley and Mervin Franklin; nephew Jakob; and many extended family members and friends.

Robert J. Haagenon, 73, Sept. 7. A resident of Huntington, N.Y., and a pensioner since 2003, he last sailed for United States Ship Management as master of the *SS Sealand Achiever*.

Walter B. Haapala, 91, June 5. A resident of Seattle, Wash., and a pensioner since 1986, he last sailed for Maritime Overseas Corporation as master of the *Overseas Chicago*. His special interests included real estate investment and the stock market. He is survived by his sister Joyce Griffith and son Kevin Cox.

Robert B. Howard, 90, Aug. 14. A resident of Hercules, Calif., and a pensioner since 1988, he last sailed for Central Gulf Lines as master of the *SS Dawn*. He enjoyed fishing, camping, boating and hunting. He particularly liked camping along the Yuba River. He volunteered many hours restoring Liberty ship *SS Jeremiah O'Brien* at the Port of San Francisco. He also enjoyed building model airplanes and ships of bygone eras. He was a member of the NRA and his local Richmond Gun Club. He is survived by Keiko, his wife of 62 years, his stepdaughter, son, daughter-in-law and granddaughter.



Edward F. Jorosik, 90, March 16. A resident of New Bedford, Mass., and a pensioner since 1987, he last sailed for Sealand Services aboard the *SS Oakland*. He was an avid reader and enjoyed watching his Patriots, Red Sox, Celtics and Bruins. He was also known as a very charitable man who contributed to many notable causes. He is survived by his stepdaughter Jill Marie and his twin sisters Helen Jackson and Jane Schultz.



Nikita Kushelevsky, 85, Aug. 8. A resident of Sonoma, Calif., and a pensioner since 1995, he last sailed for Sealand Services aboard the *Sealand Navigator*.



William D. Lane, 87, March 17. A resident of Saint Mary's, Ga., and a pensioner since 1991, he last sailed as captain for Moran Towing. He loved painting, feeding the birds and squirrels, gardening, and tinkering in his shop. Survivors include his wife Carol, seven children, and numerous grandchildren and great-grandchildren.



Thomas McGarry, 66, Aug. 9. A resident of San Francisco and a pensioner since 2012, he last sailed for American President Lines aboard the *MV President Jackson*. Remembered by his siblings as “the feisty one who was playing in the ocean from the moment he realized it was there,” Tom always loved the sea. He enjoyed the typical surfer life as a teen before becoming a merchant mariner. He is survived by his brother Keith Brown and his sister Kathleen Brown-Noblet.

Jack Robert Misner, 90, July 24. A resident of Wheatfield, N.Y., and a pensioner since 1983, he last sailed for Delta Steamship Lines aboard the *SS Del Valle*. He served as a U.S. Navy captain in the Korean War. He received a commendation for assisting the war efforts during the Tet Offensive. In retirement, Jack enjoyed working in his shop, “repairing the broken and creating the beautiful.” He volunteered his skills for the VFW, St. Johnsbury Fire Hall, and the Navy SeaBee Monument. His love of woodwork and the sea was evident in his beloved schooner, *The Panda*. He is survived by children Beth, Kathy, Noreen, Robert and Laurie; grandchildren Nate, Bobby, David, Kelli, Jennifer, Michael, Kristen, Cole and Cayden. He is also survived by Rhonda Holka, Candy Lewis, James and Peter.



Eric R. Nordberg, 38, Sept. 7. A resident of Lancaster, S.C., he worked for Reinauer Transportation as a tankerman aboard the *Stephen Reinauer*. He loved deep sea fishing and spending time with his family. He is survived by his wife Meredith, daughter Lilly, and stepdaughters Lindsey and Morgan Snellbaker.

Eugene A. Olsen, 89, June 14. A resident of Pine Bush, N.Y., and a pensioner since 1989, he last sailed for American President Lines as master of the *MV President Monroe*. With a passion for both sky and sea, he served his country in three wars, spent over 44 years at sea, and earned his pilot’s license in 1953. Gene met airline hostess Jane on a flight during which he announced his intention to marry her.



After she convinced him to wait a full three months, the two were married for 63 years. Gene twice earned the Meritorious Service Medal for his courageous efforts both in Vietnam’s Saigon River and during a rescue of a sinking schooner. He was a Free Mason and a member of the Masonic Lodge in New Jersey. Survivors include his wife Jane and several nieces and nephews.

Dean H. Parker, 79, June 9. A resident of Norfolk, Va., and a pensioner since 1997, he last sailed for Farrell Lines aboard the *SS Resolute*. He served loyally and with distinction in the U.S. Army and as a merchant mariner in Vietnam and Kuwait. He is remembered for the twinkle in his eye and a playful grin when delivering limericks and dramatic anecdotes from his voyages. He also taught 6th grade at Little



Creek Elementary School in Norfolk, worked as a licensed real estate broker and managed various rental properties. Following its recovery from the ocean floor 60 miles east of the Chesapeake Bay, Dean was instrumental in identifying the historical significance of the “Cinmar blade,” a 22,000-year-old artifact that the Smithsonian described as the oldest example of human technology in the Western Hemisphere. He is survived by his wife of 50 years, Pia, and their children John, Kedron and Elske, seven grandchildren and caregivers Regina, Annie and Joyce.



Russell Revenew, 98, July 13. A resident of Lansing, Ill., and a pensioner since 1995, he last sailed as captain with the Upper Great Lakes Pilots. During World War II, he served on a U.S. Army hospital ship stationed in the Indian Ocean. He worked aboard his beloved *Sinclair Great Lakes* for many years and was proud to say he sailed that ship through many storms, never losing cargo or life. He worked for Sinclair Oil, based in East Chicago, for 40 years. He spent a few years as a dog groomer, a natural calling given his love of the stray dogs that he tended to in port. In retirement he became a skipper for a tour boat at Navy Pier. He and his wife Florence were married for 55 years and enjoyed traveling and ballroom dancing. They had three children, five granddaughters and five great-grandchildren.

Phyllis C. Smith, 81, Sept. 8. A resident of Baltimore and a pensioner since 1998, she worked as a housekeeper for MM&P and MITAGS. She is remembered for her love of church and family. Survivors include her husband Linwood, daughter Lynn, granddaughter Allison, and a host of nieces, nephews, friends and family.

Richard C. Stephens, 91, June 12. A resident of Lutz, Fla., and a pensioner since 1981, he last sailed aboard the *SS Thomas Nelson* for Waterman Steamship. He loved spending time with friends. He is survived by many lifelong friends.



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

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