

Vol. 61, No.3
Fall 2025



The Master, Mate & Pilot

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

**Ruling Affirms MM&P Jurisdiction Over
LDO Jobs on *APL Phoenix***

Unions Go to Court to Restore Federal Workers' Labor Rights

Administration Fires Members of Maritime Safety Committees

Crew of Staten Island Ferry *Samuel Newhouse* Honored for Rescue

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(410) 850-8700
communications@bridgedeck.org
www.bridgedeck.org

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About the Cover

Second Mate Karl Fisher took this photo after the APL *Islander* left Yokohama. "Some bioluminescent bow waves in the moonlight," he says. "Also some dolphins riding the bow as we departed Saipan."

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FROM THE PRESIDENT

Union Brothers and Sisters,

In my last editorial, I described the attacks that MM&P has had to fend off during the first months of the year to protect our members' jobs and working conditions. Serious challenges remain, as I will discuss below.

But since then, the Union has notched a significant win: On July 30, 2025, an impartial umpire of the AFL-CIO ruled that the Licensed Deck Officers' jobs aboard the APL vessel *Phoenix* fell within MM&P's broad contractual jurisdiction.

The umpire also ruled that American Maritime Officers (AMO) had violated Article XX, Sections 2 (*raiding the collective bargaining relationship of another AFL-CIO union*) and 3 (*colluding with an employer to take work from another AFL-CIO union*) of the AFL-CIO Constitution when it entered into an agreement to crew those positions with AMO deck officers.

MM&P has demanded that AMO comply with the impartial umpire's ruling. Although initially they provided assurances that they would honor the umpire's decision, they have decided to further appeal this decision to the AFL-CIO.

Under the Article XX process, the appeal is referred to a subcommittee of the Executive Council that will have the authority to disallow the appeal, rendering the impartial umpire's determination as final; remand the case to the impartial umpire for further proceedings; or refer the appeal to the Executive Council Article XX Appeals Committee, which has final authority "to affirm, reverse, amend or remand the Umpire's decision under appeal."

Over the years, MM&P, like other labor unions, has unfortunately become used to pushing back against attempts by employers to infringe on our members' contractual rights, undercut their working conditions and extract unjust contract concessions at the bargaining table.

Less frequent but more despicable are the predatory actions by unions whose members have worked alongside MM&P members in harmony for decades aboard the same vessels and joined forces with us in the past at the bargaining table to negotiate agreements with a range of employers.

It is more than disheartening to report that many of the most serious new attacks against MM&P have come from those unions, whose senior officials have professed in the recent past a desire for solidarity between our organizations and vowed—with new jobs on the horizon—to "play

it smart and use our heads" so "we can all get some work out of it." Solidarity indeed!!

Regrettably, some maritime union officials have now exposed themselves as trade union frauds and demonstrated a lack of understanding of the AFL-CIO Constitution,

which requires Federation affiliates to adhere to specific standards of behavior. Their short-sighted power play may well end by strengthening the hands of the employers and compromising their work jurisdiction and their ability to defend the jobs of their own members and affiliates.

Besides affirming MM&P's jurisdiction over Licensed Deck Officer jobs aboard the *APL Phoenix*, the umpire's decision on our Article XX charges demonstrates—as if further evidence was needed—that *contracts as written must be adhered to*.

This should be a lesson for all: Each of us must abide by the provisions in the contracts that MM&P members have negotiated over time and at a substantial cost to our organization in terms of energy, efforts and resources.

There is no advantage to be had in on-the-job "reinterpretation" of the terms of negotiated contracts in areas such as watch standing, work/rest hours and the need for additional coastwise third mates.

Employers are fully aware of the instances in which our own members, often under coercion, do not adhere to contract terms. They use this knowledge for leverage in an attempt to extract damaging concessions at the bargaining table and to further compromise working conditions to the detriment of everyone on board and embolden other employers to follow their example. Every time a member fails to demand compliance with the terms of their collective bargaining agreement, that member jeopardizes the rights of all their fellow members.

The jurisdictional language in our contracts conclusively links our jobs to the employer company, regardless of who is currently in charge of management. It was carefully and intentionally put there to prevent the hostile attacks that we are now engaged in fending off.



continued on page 2

President's Message continued

Another issue that should be of tremendous concern to every working American, union member or not, is the slew of anti-labor attacks being levelled at us and all maritime labor by the current federal administration.

Besides slashing personnel and compromising the activities of agencies that all working Americans rely on, the administration is seeking to eliminate the union rights of half a million federal workers, including over 500 members of the MM&P Federal Employees Membership Group.

MM&P has joined forces with the AFL-CIO and a number of other affiliates to challenge in court the President's Executive Order stripping our federal members of their right to bargain.

Federal civilian workers have had the legal right to collectively bargain with their government-agency employers since the early 1960s. We have had positive and mutually beneficial collective bargaining relationships with all our federal employers for decades, and our union will continue to fight to keep our members' rights to collective bargaining intact.

We salute our Federal Employees Membership Group members who are holding fast under this completely unjustified onslaught.

Legal cases are pending in other areas, including the firing of a member of the National Labor Relations Board, rendering the NLRB unable to act on any cases because it no longer has a quorum.

Detrimental to maritime labor is the administration's decision to eliminate USAID, which oversaw the PL 480 Food for Peace Program, without finding another institutional "home" for the program, which provided a major source of cargo for US-flag vessels.

Our government and military at long last appear to be comprehending the military and economic vulnerability caused by the neglect of the American Merchant Marine and the lack of a national maritime strategy. It remains to be seen whether Congress will respond to this critical situation before a major crisis ensues.

The challenges will not abate. The struggle to protect the jobs and working conditions of our members will continue. Each of us must participate in these efforts by respecting the terms of our negotiated contracts, continuing to demonstrate the professionalism and integrity that MM&P members are known for, and upholding the provisions of the MM&P Constitution.

Fraternally,
Donald F. Josberger
MM&P International President

MM&P Flies the Flag on Labor Day in LA!

Mark Hunter, Jerry Myregard, Jaxon Karnes and Wendy Karnes marched in Los Angeles on Labor Day together with thousands of other union members. It was the 46th time the annual parade was held, and there were rallies throughout Los Angeles County. This year's theme was "Labor Unions Fighting for a Better Tomorrow."



Unions Go to Court to Restore Federal Workers' Collective Bargaining Rights

MM&P has joined other unions in a lawsuit seeking to restore collective bargaining rights to more than a million federal workers who were stripped of their union rights under an executive order issued by President Trump in March.

The lawsuit, which alleges that the executive order violates the Constitution and the Administrative Procedure Act, was filed in US District Court for the District of Columbia on July 29. It names as defendants President Trump and Secretary of Defense Peter Hegseth, among other administration officials. The AFL-CIO and a number of its other affiliates are plaintiffs in the suit alongside MM&P.

Members of the MM&P Federal Employees Membership Group (FEMG) are among the federal workers whose collective bargaining rights were taken away by the administration on the pretext that collective bargaining is incompatible with national security.

MM&P has represented civilian mariners employed by the Department of Defense for decades, during wartime and peacetime, across multiple presidential administrations.

"MM&P has had positive and mutually beneficial collective bargaining relationships with all our federal employers for decades, without any negative impact on national security," said MM&P International President Don Josberger. "Our union will continue to fight to keep our members' rights to collective bargaining intact."

"Civil Service mariners employed by MSC do not engage in intelligence or counter-intelligence work," said MM&P FEMG Vice President Dave Narby. "We navigate ships and deliver the cargo on time."

"Eliminating DoD agencies' partnerships with unions would harm both recruitment and retention, resulting in less sealift capability and negatively affecting national security. It would also go counter to the laudable policy efforts of this administration to strengthen the US maritime industry."

"Our members' exclusion from collective bargaining has nothing to do with our nation's security," said MM&P Government Fleet Representative Randi Ciszewski. "MM&P isn't going anywhere and we will continue to fight to keep our FEMG members' rights to collective bargaining intact."

Federal civilian workers have had the legal right to collectively bargain with their government-agency employers since the early

1960s. When Congress adopted the Civil Service Reform Act of 1978, it found that labor organizations and collective bargaining in the civil service are in the public interest.

MM&P has had positive and mutually beneficial collective bargaining relationships with all our federal employers for decades... We will continue to fight to keep our members' rights to collective bargaining intact.

*— MM&P International President
Don Josberger*

"Federal agencies have engaged in collective bargaining with these bargaining units during the Viet Nam War, the Cold War and the fall of the Soviet Union, 9/11 and the War on Terror, as well as during the war in Afghanistan," the unions noted in their complaint.

"At no time has the application of Chapter 71 [of Title 5 of the US Code] to these bargaining units ever been inconsistent with national security—nor was there ever any serious suggestion to the contrary."

The lawsuit is part of the labor movement's ongoing battle to ensure that the fundamental freedoms of every federal worker are restored.

"The labor movement is no stranger to attacks like these, and we don't back down," said AFL-CIO Secretary-Treasurer Fred Redmond. "We are continuing our fight in the courts to restore the fundamental rights of every federal worker in this country."

Administration Fires All Members of Maritime Safety Advisory Committees

The Department of Transportation has fired all members of its federal advisory committees, including the maritime committees that are critical to the safety of US and global waterways.

The committees are made up of subject-matter experts drawn from labor, the private sector and government, who work together to help draft new government regulations and proposals.

MM&P members, including MITAGS instructors, have served on a number of the maritime safety committees over the years.

In response to a February executive order that targeted the committees for elimination, MM&P and four other maritime unions asked Congress to take action to reactivate them.

“This decision raises profound concerns, especially in light of incidents such as the allision of the *MV Dali* with the Francis Scott Key Bridge,” the unions wrote in a Feb. 18 letter to the chairman and ranking member of the House Subcommittee on Coast Guard and Maritime Transportation. “To ensure the continued safety of US and global waterways, the voices of those who work in the industry must be heard.”

Maritime safety—a core USCG mission—depends in large part on input from the federal advisory committees that the administration has eliminated, the unions wrote.

“These committees, composed of individuals with decades of direct, hands-on experience, are essential to safeguarding the future of maritime safety. We urge you to take immediate action to reconvene them and restore the expertise they represent.”

The committees whose members were fired by the administration in August are:

- the National Maritime Security Advisory Committee, which advises the Department of Homeland Security and the Coast Guard on maritime security;
- the National Offshore Safety Advisory Committee, which advises DHS and the Coast Guard on safety and environmental issues related to offshore mineral and energy operations;

- the National Merchant Marine Personnel Advisory Committee, which advises on matters related to the training, qualification, licensing, certification, and fitness of mariners;
- the National Merchant Mariner Medical Advisory Committee, which advises on medical certification and medical standards for merchant mariners;
- the National Towing Safety Advisory Committee, which provides advice on shallow-draft inland and coastal waterway navigation and towing safety;
- the Chemical Transportation Advisory Committee, which offers recommendations on the safe transportation and handling of hazardous materials in bulk on US waterways and in related facilities;
- the Commercial Fishing Safety Advisory Committee, which advises on matters related to the safety of commercial fishing industry vessels;
- the Great Lakes Pilotage Advisory Committee, which advises on matters related to Great Lakes pilotage, including reviewing proposed regulations and policies; and
- the Maritime Advisory Committee for Occupational Safety and Health, which advises the Secretary of Labor and the Assistant Secretary of Labor for Occupational Safety and Health on issues relating to occupational safety and health in the maritime industry.

The AFL-CIO Transportation Trades Department has released a statement underlining the importance of the advisory committees in helping to ensure safe practices in maritime, aviation and rail. “It is crucial that all those affected by safety issues are represented,” a TTD spokesperson said.

MM&P is one of the 39 unions representing millions of transportation workers nationwide who belong to the AFL-CIO Transportation Trades Department.



MM&P President Visits Members Aboard LMSRs in Port of Baltimore



MM&P President Don Josberger recently made the rounds of MM&P-contracted Patriot vessels *USNS Pomeroy* and *USNS Charlton* in Baltimore port. Aboard *USNS Charlton*: Josberger with Third Mate Deirdre McCauley and Captain Mike Parr.



Josberger aboard *USNS Pomeroy* with Captain Wilbur Dahn and Captain Mike Parr.

MM&P and MITAGS Spread the Word About the Benefits of a Maritime Career

MM&P Pacific Ports Vice President Melany Velleca and MITAGS Apprenticeship Program Manager Michele Barutha illustrated the benefits of a maritime career to counselors from all over the country in July during the American School Counselor Association Conference.

More than 4,300 school counselors attended the event, which included four days of networking events and breakout sessions.

“Michele and I talked to counselors from all over, including Washington, Oregon, California, Montana, West Virginia, Texas, Michigan, Wisconsin, Arizona, Ohio, New York, Maryland and many other states,” Velleca said.

The goal was to spread the word about the opportunities offered by a career in maritime and explain to counselors how they can assist students who want to get into the industry.

Major employers, the maritime unions, all the maritime academies and the Maritime Administration had booths at the conference.



Michele Barutha of MITAGS and MM&P Pacific Ports Vice President Melany Velleca talked with school counselors from all over the country in July about the advantages of working in our industry.

NEWS BRIEFS (CONTINUED)

Blue & Gold Fleet's New Rocket Boats Roar Onto San Francisco Bay

Blue & Gold Fleet's new rocket boats, each of which can carry 49 passengers, are crewed top to bottom by members of the MM&P United Inland Group-Pacific Maritime Region.

"It's great to see Blue & Gold investing in our MM&P group at pier 39," says MM&P UIG-PMR Northern California Representative Sly Hunter, the first captain of the original BGF rocket boat.

The company welcomed *Gold Rush*, the newest arrival to its fleet, in July. The name *Gold Rush*, the company said, "is a nod to the original catamaran from Blue & Gold Fleet's 1980s legacy, reborn for today's thrill-seekers."

The whirlwind 30-minute ride starts at the Blue & Gold Fleet gates, followed by a cruise past the sea lions at Pier 39. After exiting the marina, the rocket boat takes off toward the San Francisco-Oakland Bay Bridge, speeding under the iconic span. The return trip features views of the beautiful San Francisco waterfront.

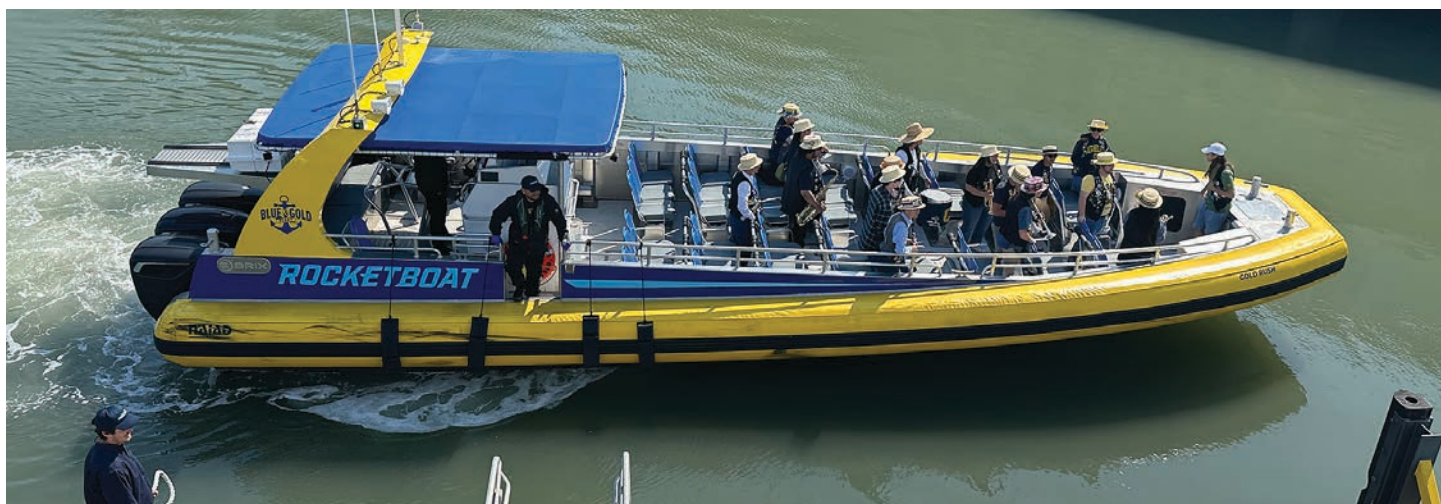


Sly Hunter, MM&P UIG-PMR Northern California Representative, with BGF President Captain Murphy on the dock. "It's great to see Blue & Gold investing in our MM&P group at pier 39," Hunter says.



IBU President Robert Estrada and Hunter speed into summer on the company's newest rocket boat, *Gold Rush*, which was delivered in July.

BGF rocket boat now sailing!



New Congressional Caucus Seeks More Federal Funding for Ferry Systems

A bipartisan congressional caucus has been created to advocate for additional long-term federal investment in the nation's public ferry systems. The group will work to educate key decision-makers and members of the public on the critical role that ferries play in sustaining local communities.

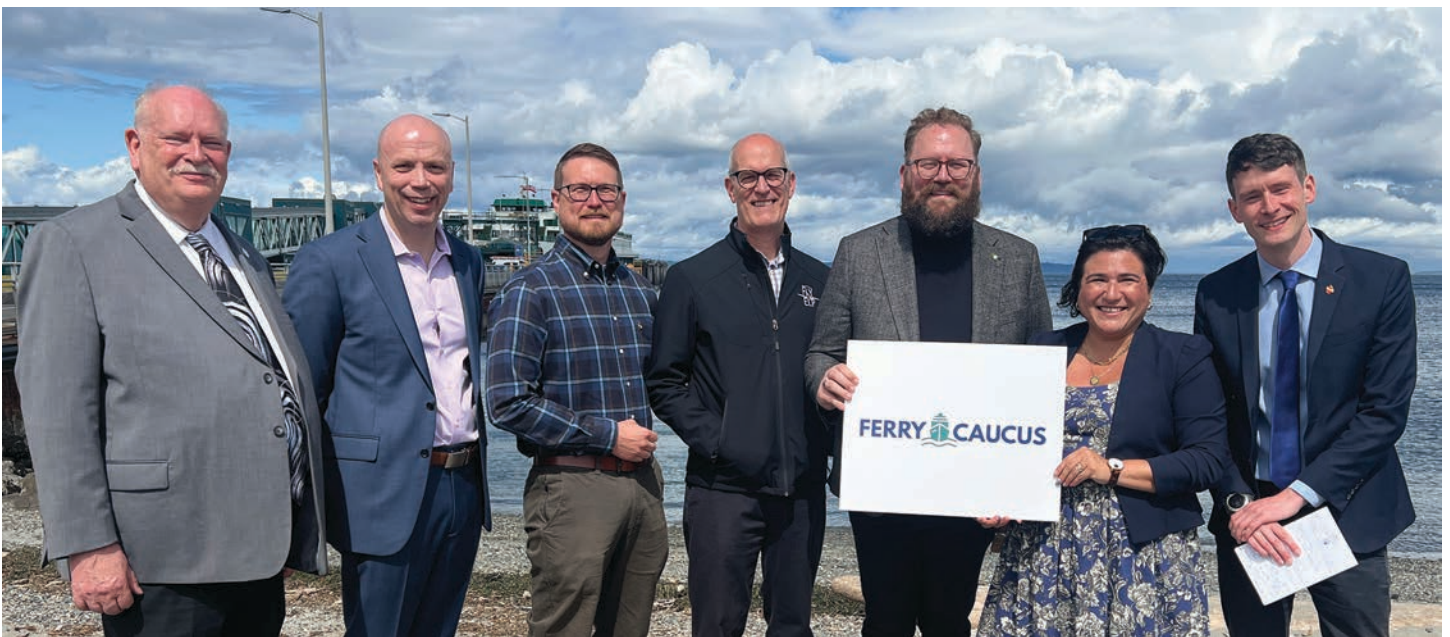
The co-chairs of the newly founded Congressional Ferry Caucus are Reps. Emily Randall (D-Wash.) and Nick Begich (R-Alaska). The other members of the caucus are Rep. John Garamendi (D-Calif.) and Rep. Nicole Malliotakis (R-N.Y.).

"Washington State's ferry system isn't just transportation infrastructure—our ferries are a lifeline," Randall said. "From daily work commutes and medical appointments to connecting with loved ones, my constituents rely on these boats every day."

"I'm proud to be launching the bipartisan Congressional Ferry Caucus to advocate for the federal funds and support that our marine highways deserve, to ensure we meet the unique needs of our coastal and rural communities and to build a more connected, resilient future."

Rep. Nick Begich said the initiative "provides an important platform to build bipartisan support and secure the resources necessary to keep our ferries running."

"MM&P represents workers in ferry systems around the country, from Alaska to New York," said MM&P Secretary-Treasurer J. Lars Turner. "We look forward to working with the ferry caucus to advocate for our members and responsible ferry operators."



Celebrating the advent of the new Congressional Ferry Caucus: John Clauson (executive transit director of Kitsap County Ferries); Steve Nevey (Washington State assistant secretary of transportation for ferries); J. Lars Turner (MM&P international secretary-treasurer); Rep. Rick Larsen (D-Wash.); State Sen. Marko Liias (D-Wash.); Rep. Emily Randall (D-Wash.); and State Rep. Greg Nance (D-Wash.).

Growing Number of Seafarers Abandoned in First Half of 2025

The number of seafarers abandoned by unscrupulous shipowners surged in the first six months of 2025. More than 2,280 seafarers were abandoned between January and June, eclipsing the record set in the first six months of 2024, when 1,838 seafarers were abandoned.

“The failure to end abandonment exposes a systemic problem in the maritime industry,” says Steven Trowsdale of the International Transport Workers’ Federation. “Every case of abandonment is a disgrace.”

A third of this year’s cases have occurred in the Arab world and another third have occurred in Europe—especially in Turkey. “The Gulf region, and the UAE in particular, has seen a huge increase in seafarer abandonment,” Trowsdale says. The next most problematic region is the Asia Pacific.

International law defines abandonment as leaving a seafarer stranded without wages, food or medical care for more than two months. The reality is that cases of abandonment often drag on for months, or even years.

Lack of enforcement by flag and port states and lack of adequate vessel insurance are major contributors to the problem. Not surprisingly, the flag-of-convenience (FOC) system is central to the rise in the number of abandonments.

In the first six months of 2025, the ITF received 26 reports of abandoned vessels registered in St. Kitts & Nevis, another 26 registered in Tanzania, and 18 registered in Comoros.

In the US, the Federal Maritime Commission has launched an investigation into the practices of FOC registries, including the unfavorable business conditions they create for US shipping, the larger economy and national security. MM&P is among the labor organizations that have submitted comments to the FMC on the detrimental impact of FOC shipping.

“Much more must be done to crack down on rogue shipowners,” Trowsdale says. “They must be shown that there are consequences for their actions.”

MM&P is one of the 670 transport unions in 147 countries that belong to the ITF.



The flag-of-convenience system is central to the rise in the number of abandonments. Lack of enforcement by flag and port states and lack of adequate vessel insurance are major contributors to the problem.

Unions Remember Ground-Breaking Victory in Port of Charleston

Union members gathered in Charleston, S.C., this summer to remember the battle to defend the jobs of union dockworkers that took place at the port in 2000 and 2001, when a Danish shipping company, Nordana, announced it would use non-union workers to unload its ships.

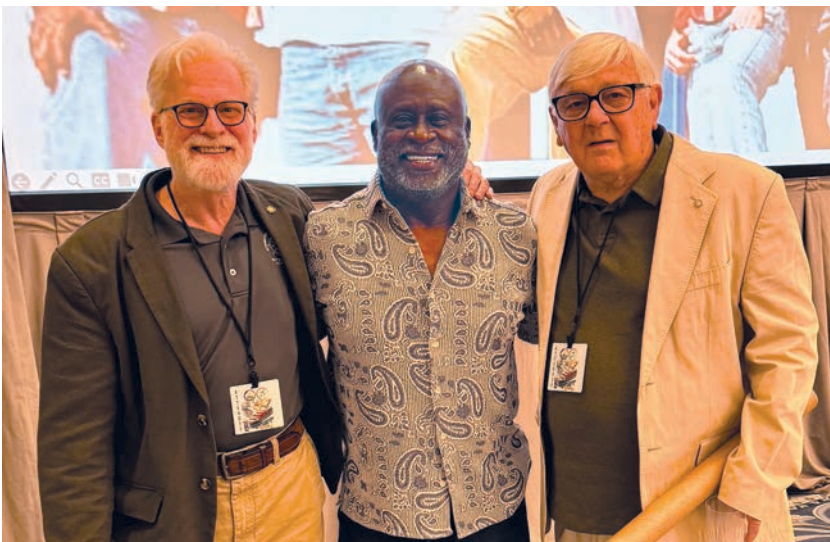
“When we found out they were going non-union, we simply could not tolerate it,” ILA Local 1422 President Ken Riley told a journalist at the time. “We had spent 40 years fighting for wages high enough to send a child to college, to afford at least a middle-class standard of living.”

When longshore workers set up a picket line, anti-labor politicians called out state troopers and highway patrolmen, flanked by police dogs and armored personnel vehicles, to shut the protest down.

Five longshore workers, who became known as “The Charleston Five,” were arrested. When Riley appeared at the picket line, he was beaten by a state trooper and had to be hospitalized.

MM&P and other unions rallied around the longshore workers. The AFL-CIO raised hundreds of thousands of dollars in their defense. ILWU members on the West Coast pledged to shut down the docks in solidarity. Spanish dockworkers refused to unload Nordana cargo.

Members of ILA Local 1422 finally won a groundbreaking victory when—after 22 months—the state agreed to back down. The dockworkers’ fight, and the solidarity they received across international borders, continues to be an inspiration to the labor movement today.



MM&P President Emeritus Don Marcus, ILA Local 1422 President Ken Riley and former MM&P Atlantic Ports Vice President Rich May joined other union members this summer to commemorate the successful outcome of the battle to defend the jobs of union longshore workers that took place 25 years ago in the port of Charleston.

Representatives of international maritime unions gathered to commemorate the victory in Charleston and to celebrate the 25th anniversary of the founding of the ITF International Dockers’ Council.



NEWS BRIEFS (CONTINUED)

All Aboard *TS Golden Bear*!



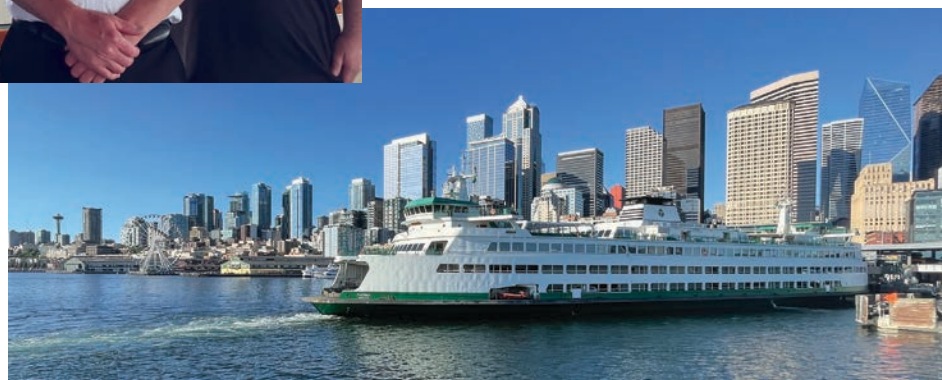
MM&P members on the bridge wing: Mike Thomsen, Miriam Anthony, Jimmy Moore, Doug Nagy and MM&P International Secretary-Treasurer J. Lars Turner. *TS Golden Bear* is the training ship of Cal Poly Maritime Academy. Each spring, it departs its home port in Vallejo for Summer Sea Term: two months of at-sea training for first- and third-year students. In 2025, the *Golden Bear*, with 273 students aboard, made port calls in San Diego, Hawaii, Guam, the Northern Mariana Islands and Seattle before returning to the Cal Maritime campus in early July.

Visit to *WSF Tacoma*



MM&P Secretary-Treasurer J. Lars Turner boarded the *WSF Tacoma* in Seattle recently and spent time talking with members of the crew, including Joe Pierce, who is participating in the MITAGS Apprenticeship Program.

Pierce and the other participants spend 24 months alternating courses at MITAGS-West in Seattle with working on deck and in the wheelhouse of Washington State ferries. *(In the photo, left to right) SUP Political Director Waylon Robert, Turner, Chief Mate Todd Phinney, Joe Pierce and Captain Brian Jonnson. (Not pictured: Second Mate Ben Scherb.)*



WSF Tacoma loading in Seattle.

Maritime Industry Salutes Congressman Rick Larsen

Congressman Rick Larsen (D-Wash.) has been honored by the International Propeller Club of the United States in recognition of his many years of advocacy for the maritime industry.

Larsen, the ranking member of the House Transportation and Infrastructure Committee, has been a forceful and outspoken proponent for all sectors of the maritime industry since he was elected to represent Washington's 2nd congressional district in 2001.

Officials of MM&P and MIRAID were among several hundred industry leaders who gathered at the Army-Navy Club in Arlington, Va., this spring to congratulate him and thank him for his support.

"It's a great privilege and honor to represent the women and men who work on the water," Larsen said.

"The US is a maritime nation, but maritime workers have been neglected for far too long. The supply chain crisis of 2021 highlighted what happens when you don't invest in maritime.

"The foundation is the Jones Act, which needs to be vigorously protected because we don't know where the next attack will come from, but protecting the Jones Act is definitely not enough. There's a lot of work to do."

The International Propeller Club is a network of professionals dedicated to the promotion of the maritime industry and the efficient and economical movement of foreign and domestic waterborne commerce.

Beginning in 1985, the Salute to Congress award has been presented to members of Congress who have demonstrated a keen awareness of the importance of the maritime industry to the economic, homeland, and national security of the United States.



Congressman Rick Larsen with MM&P President Don Josberger. "It's a great privilege and honor to represent the women and men who work on the water," Larsen says.



Josberger with Maryland Pilot Elizabeth Christman, who received the 2025 Port Person of the Year award from the Baltimore Propeller Club. Josberger and Christman are both 1987 graduates of SUNY Maritime.

Transportation Unions Set 2025 Policy Goals

The unions that belong to the AFL-CIO Transportation Trades Department (TTD) gathered in New York City in July to formally adopt the organization's policy goals. TTD has fought for pro-worker policies on the federal level for 35 years.

MM&P International President Don Josberger represented the union at meetings of the TTD executive council, where officials voted to focus their efforts in Washington, D.C. on:

- passage of the SHIPS Act, strengthening cargo preference and investing in the maritime workforce;
- modernizing the nation's air traffic control system;
- enhancing the safety of the freight rail system and halt the industry's push to replace American workers with Mexican train crews; and
- resisting plans to privatize the US Postal Service.

The unions will also work to promote the passage of legislation to stop the administration's attacks on the collective bargaining rights of federal workers.

Several members of Congress addressed the executive committee meetings.

Republicans Andrew Garbarino and Mike Lawler, both of New York, highlighted the need for bipartisan investments in transportation and infrastructure. Congressman Donald Norcross (D-NJ) received the Larry Willis Leadership Award for his commitment to working people and transportation safety.

Union leaders attended site visits across New York City to see first-hand how workers move goods and people across Manhattan and the outer boroughs. During one site visit, members of the MM&P Atlantic Maritime Group who work at Circle Line took the participants on a guided tour of the Hudson River aboard the *Circle Line Bronx* for views of the iconic New York City skyline.

Aboard the *Circle Line Bronx* were Captain Gabe Zambrano, Senior Deckhand Omar Kaye, Deckhand Tim Nugent, Deckhand Richard Lee and Guide Tim Ries.

AMG members who work for the Staten Island Ferry system welcomed visitors to an hour-long tour of the ferry boat *Sandy Ground*. The tour was conducted by City Representative Anthony Turzio and Staten Island Ferry Shop Stewards Eddie Boyle and William "Billy" Dunn.

"There is no person in the US who does not rely on transportation and infrastructure," TTD President Greg Regan told participants in the events. "For 35 years, TTD has been a voice in the nation's capital for the transportation trades workers who keep this country moving. As we gather in New York City, home to the largest transportation network in the nation, we honor the sacrifices made by these workers and are reminded of our mission to tirelessly advocate for them."



AMG City Representative Anthony Turzio, MM&P President Don Josberger, and TTD President Greg Regan with Shop Stewards Anthony Boyle and Billy Dunn.



AMG Vice President Keith Poissant and MM&P President Don Josberger with Tom Fitzgerald (*center*), who has worked at Circle Line for 51 years.



Boyle showing visitors around the *Sandy Ground*.



Turzio, Josberger, Captain Gabe Zambrano, Poissant, Shop Steward Harry Fenlon, Senior Deckhand Omar Kaye and Captain Umit Yolcu. AMG members at Circle Line took the convention participants on a guided tour of the Hudson River aboard the *Circle Line Bronx*.

Crew of Staten Island Ferry *Samuel Newhouse* Honored for Rescue

Crewmembers aboard the Staten Island Ferry *Samuel Newhouse* have been recognized for heroism for saving the life of a passenger who jumped into the water on June 8.

The MM&P members who participated in the rescue were Marek “Mark” Cyparski, Carlos Davis, William “Billy” Dunn, Andrew Ehrenfeld, Shehan Hettiarachchige and Yogi Selvarajah. They acted quickly to save the man’s life, throwing flotation devices overboard to mark the location where he had entered the water. After the passenger was rescued, he was taken to a local hospital, where he was later reported to be in stable condition.

Staten Island ferry crews train regularly in lifesaving and safety. All are certified in CPR and have been trained to use a defibrillator. On the morning of the incident, the crew of the *Samuel Newhouse* had just practiced rescue boat drills.

During a June 18 ceremony at Borough Hall, Staten Island Borough President Vito Fossella and District Attorney Michael McMahon congratulated the crew for their quick thinking and bravery.

“We’re here today to say thank you for saving a life,” Fossella said. “I always knew that the ferry crews were the best, and you have revealed it once again.”

“In a matter of duress, in a matter of emergency, you all stood up and sprang into action without worrying about yourselves, without worrying about your own safety, just doing the job and getting the job done,” McMahon said.

Each crewmember was presented with a Certificate of Appreciation from the borough president and a Certificate of Recognition, as well as a commemorative coin from the district attorney.



The MM&P members honored for their part in the rescue were William “Billy” Dunn, Yogarasa “Yogi” Selvarajah, Marek “Mark” Cyparski, Sheehan Hettiarachchige and Carlos Davis. The MM&P Atlantic Maritime Group represents deckhands, marine oilers and ferry terminal supervisors who work for the ferry system and the Parks Department.

Coast Guard Announces New Policy for Service On ATB Combinations

The Coast Guard has changed its policy on crediting sea service on articulated tug barges and integrated tug barges. Under the new policy, when a mariner is seeking a raise-of-grade for unlimited tonnage officer endorsements, the Coast Guard will recognize service on ATBs and ITBs with an aggregate tonnage above 1,600 gross register tons (GRT) day-for-day toward the required service on vessels over 1,600 GRT.

The previous policy limited the crediting of sea service based on the aggregate tonnage of the ATB or ITB to a two-for-one basis up to only 50 percent of the required service.

The agency said it made the change because the previous policy “limits career progression and is unnecessarily burdensome for mariners holding unlimited tonnage endorsements.”

Now the Coast Guard will recognize service on ATBs and ITBs with an aggregate tonnage above 1,600 gross register tons day-for-day toward the required service on vessels over 1,600 GRT when seeking a raise-of-grade for unlimited tonnage officer endorsements.

This credit will only apply to those ATBs and ITBs that operate exclusively as a composite unit, a fact which should be documented by the company on the mariner’s service letter or in supplemental documentation when a certificate of discharge is used.

At a meeting of MERPAC that was held in 2024, Washington State Ferries Captain Cory Maxwell, a member of the MM&P Pacific Maritime Region, made the argument that the

combinations of vessels should be counted as a single unit for tonnage purposes in calculating sea time.

“Captain Maxwell brought up a disparity in the calculation of Articulated Tug and Barge combinations as it applied to upgrading licenses,” said MM&P Pacific Maritime Region Vice President Dan Twohig.

“The impetus for the new policy came from WSF Captain Cory Maxwell and is a victory for mariners everywhere,” said PMR Vice President Dan Twohig.

“He made the argument that these combinations of vessels should be counted as a single unit for tonnage purposes, instead of limiting the tonnage to the tug only. The fact that the Coast Guard made the change shows that they agreed.

“This is a victory for mariners everywhere and the push coming from an MM&P member is worthy of mention.”

Aboard the *ATB Gulf Reliance*, which is operated by Fairwater. (Left to right)

Josh Halpin, Mitch Gordon, Ian Fjelstrom, Tim Nash, Brian Evans, Kiana Vega, Wesley Dart to the right of Kiana, Peter Frager behind Kiana to the left and Travis Eldridge behind Kiana to the right. Under the new policy, when a mariner is seeking a raise-of-grade for unlimited tonnage officer endorsements, the Coast Guard will recognize service on ATBs and ITBs with an aggregate tonnage above 1,600 gross register tons (GRT) day-for-day toward the required service on vessels over 1,600 GRT.



MM&P Members at Grand River Navigation Ratify New Contract

Members of the MM&P United Inland Group–Great Lakes & Gulf Region who work for Grand River Navigation have approved a new contract by a large margin. The contract includes meaningful wage increases, improvements in retirement benefits and a dues restructuring that will support further representation for the group.

Great Lakes & Gulf Region Vice President Ed Lulko congratulated the group on the positive result and thanked the licensed and unlicensed crewmembers who participated in the rank-and-file negotiating committee for their hard work and dedication.



Members of the MM&P Great Lakes & Gulf Group met with Vice President Ed Lulko during a break in the negotiations on the Grand River Navigation contract. (Left to right) First Engineer Max Wincenbach, Assistant Conveyor Man Octavis Robinson, Assistant Conveyor Man Mo Badran, Deckhand Trabis White, Second Engineer Wade Daigle, Lulko, Lead Conveyor Man Silas Preston, Third Engineer Matthew Martel, Third Engineer Brett Duley and Assistant Engineer Fred Dotson.

Companies Suspend EV Transports, Citing Fire Risk

Matson is among a group of shipping companies that have stopped transporting used and new battery-powered electric and plug-in hybrid electric vehicles because of the risks associated with transporting large lithium-ion batteries.

In a letter to customers, Matson wrote that it had already developed comprehensive standards and procedures to address the fire risk posed by lithium-ion batteries at sea and that it plans “to resume acceptance of them when appropriate safety solutions that meet our requirements can be implemented.”

This summer, Alaska Marine Lines stopped carrying electric and plug-in hybrid vehicles aboard its freight barges. The company, which operates a cargo barge service across Alaska and to Hawaii, said the change will not affect the transport of hybrid vehicles that don’t plug in.

“Statistics consistently show EVs are less likely to catch fire than combustion-engine vehicles,” wrote Cristian Agatie in the weekly newsletter Autoevolution. “While this is well known, Li-ion battery fires are indeed more dangerous because they are notoriously difficult to extinguish.”

The June 2025 fire aboard the *Morning Midas* was at least the third major casualty linked to EV fires since the loss of the *Fremantle Highway* in 2023 and the *Felicity Ace* in 2022.

Given the recent spate of shipboard fires, the industry is facing a pivotal moment in its approach to fire safety. Companies are discussing measures that include pre-shipment battery safety certification and unified standards for EV stowage on international voyages.

The International Maritime Organization and national regulators are accelerating rule changes, including proposed amendments to SOLAS that may include mandatory thermal isolation for EV cargo and more firefighting training for mariners, with a specific focus on the risk of lithium-ion ignition.



The industry is facing a pivotal moment in its approach to fire safety caused by the challenges of EV transport.

Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

The next meeting of the Board of Trustees is scheduled for Oct. 7-8, 2025. In the next edition, I will give you an update on the Board of Trustees' actions.

Vacation Plan

TO ALL VACATION PARTICIPANTS

Below please find the letter that was sent in July 2025 regarding MM&P Vacation Plan Notice of a Change in the Vacation Plan Bank Checking Accounts.

This letter is an update to our earlier letter of May 2025.

The Vacation Plan has had an account for Vacation Payments and PRO Payments for many years with the Bank of America. Earlier this year, Bank of America informed the Plan that they will no longer support (keep open) ERISA Accounts like the Vacation Plan.

It is important for you to make sure you cash all of your Vacation or PRO checks in a timely manner. Once the checking accounts are closed at the Bank of America, you will not be able to cash checks issued on these accounts. Your bank may charge you a fee for a returned check. The bank has advised that they will give us a few more weeks to cash your checks. Please make sure you cash your checks issued under Bank of America by July 18, 2025; otherwise, they will not honor the checks.

At their last Board of Trustees' Meetings in June 2025, the Board of Trustees were advised that we will be changing the Vacation Plan accounts to Northern Trust. This is the same bank we use for the other MM&P Benefit Plans. Northern Trust does not have any brick and mortar locations.

When we start issuing checks under Northern Trust, the Plan will not be able to have a place where you can cash these checks. If you do not have an account with them, they may charge a fee.

Participants should consider having their Vacation and PRO payments made by Direct Deposit. We strongly encourage you to have a Direct Deposit Form on file with the Vacation Plan.

(If you already have a Direct Deposit Form on file with the Plan, you do not have to file a new form unless you want to change your bank or account.)

If you have this form on file with the Vacation Plan, you can still elect, at the time you file for your Vacation, to receive your vacation pay in the form of a check.

Please do not delay. It could take a few days/weeks to process new direct deposit forms through the banking system, and we may not be able to send your next vacation payment by Direct Deposit before Bank of America closes our account if you wait.

If, after you review, you have any questions regarding these payments, please contact the Vacation Benefit Advisor at 410-850-8625.

If you need a copy of the ACH form, you can find a PDF copy on the Plan Office Member Portal.

The Vacation ACH form is also posted on the MM&P Members' Only site.

See instructions on how to sign up for the Plan Office Member Portal later in this article.

For the MM&P site, just click on Documents, then on Plan Documents, and then look under the heading labeled Vacation. The form is titled Vacation Plan – Application for Electronic Funds Transfer/Direct Deposit

The document is five pages long and the form itself appears on page 3.

Health & Benefit Plan

Dependent Eligibility Audit Letter

Final Deadline to Complete the Audit Is Sept. 5

The dependent eligibility audit, which the Board of Trustees selected Part D Advisors to handle, is coming to a close. You should make sure to submit all your documents by Sept. 5, 2025.

For questions about the dependent eligibility audit, please call the Part D Advisors Help Line at 833-756-5471. The Plan Office has put a link to the Part D Advisors site on the MM&P Plans Member Portal.

You can visit the Portal by going to members.mmpplans.com. If you are not yet signed on to the Plan's Portal, please see additional information later in this article.

Important Reminders

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

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

And please remember:

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

As a Reminder

The MM&P Board of Trustees approved a new benefit effective Jan. 1, 2025.

Progyny—Fertility and Family Building

Your Progyny benefit has been specifically designed to give you the best chance of fulfilling your dreams of family. Whether you just want to learn more about your options, are trying to conceive, or are exploring fertility treatment, we are here for you.

Access **comprehensive coverage** through the **Progyny Smart Cycle**, which covers all the individual services, tests, and treatments you may need. Connect with **top fertility specialists** across the US and lean on your Patient Care Advocate with unlimited **concierge support**.

Your Progyny coverage includes:

- *1 Smart Cycles per family per lifetime for fertility treatment coverage
- ***Progyny Rx** fertility medication coverage
- ***Donor tissue** coverage for egg and sperm tissue purchase

Note: The person(s) receiving fertility treatment must be eligible to have access to the Progyny benefit. You are subject to financial responsibility according to your plan. Please contact a Health & Benefit Advisor at the Plan Office to confirm your eligibility.

*You have access to an additional Smart Cycle if your first is not successful.

Call Progyny at 833.233.1376 to get started or visit progyny.com/benefits.

These benefits are only available if you go through the Progyny Network

Have You Tried the New Plan Office Member Portal?

You Can Download Your Explanation of Benefits Statements on Your Own Through the MM&P Plans Member Portal

The Plan Office recently announced the launch of the new **MM&P Plans Member Portal**, designed with your needs in mind. The portal gives you quick and easy access to essential tools and information—all in one place.

With the new portal, you can:

- View your Explanation of Benefits (EOB) statements and your Eligibility status;
- Access your Vacation Computation Sheets;
- Find and download important documents, whenever you need them.

And this is just the beginning: More features and enhancements are on the way to make your experience even better. To explore the portal, visit members.mmpplans.com and click the Sign-Up button.

If you encounter any issues, send an email to HELP@mmpplans.com or call 410-850-8638.

Delta Dental of Pennsylvania

As a reminder, the Health & Benefit Plan uses Delta Dental of Pennsylvania to process our dental claims. Our Delta Dental Group Number is 7117 and for questions their number is 800-932-0783. You do not need an ID card. Just provide your MM&P ID number. If you use a Delta Dental provider, the Plan will pay 80 percent of the contract amount. If you do not use a Delta provider, the Plan pays 70 percent of the allowable amount. Please remember that any large dental expenses should be predetermined first. All dental claims must be submitted on a normal standard dental form to be processed by Delta Dental. Claims can be mailed to:

Delta Dental of Pennsylvania
One Delta Dental
Mechanicsburg, PA 17055

Provider Eligibility on a Monthly Basis: Delta Dental

It has come to our attention that some members and dependents are being informed that they are not eligible for the next month when the dentist is trying to schedule an appointment. Please be advised that the Plan updates eligibility for everyone on a monthly basis and we provide this update in the last few days before the end of the month. Delta then uploads the eligibility for the new month (so if the dentist checks for eligibility for an appointment in October, he or she should check on eligibility in the month of October).

Masters, Mates & Pilots Plans

Pension Plan—Adjustable Pension Plan

Annual Verification of Pensioner Benefits

To safeguard pension benefits for all participants and their qualified spouses, as they have over the past few years, the Trustees require all pensioners to verify, on an annual basis, that they have received their pension benefits for the previous year.

Please be advised that the Plan needs to receive this form, properly completed, by the time you are scheduled to receive your **JULY** pension benefit payment. We will have to withhold that benefit payment, and all future payments, until the properly completed form is received.

If you have any questions, please contact the Plan Office benefit advisor at 410-850-8625 or 410-850-8636.

Pension Plan

Pension Plan Missing Participants

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

2020 Annual Pension Confirmation Forms Needed for Plan Year 2019

John Moralis
Dolores Hoffman

2022 Annual Pension Confirmation Forms Needed for Plan Year 2021

Ray Friis*	Julius Perkins
Joanne Gray*	Susan Vanhorne*
Richard Mercer*	Ruby Weimer

2023 Annual Pension Confirmation Forms Needed for Plan Year 2022

Jerry Androes*	Steven Morgan*
Marlinda Atkinson	Rosalind Utterback*
Barbara Curtiss**	Constantinos Vafiades

2024 Annual Pension Confirmation Forms Needed for Plan Year 2023

Richard Blake*	Joseph Bourell*
Carole Carbonella	Donald Jacoby*
Aaron Hairston*	Margaretha Van Pietersom
Maria Valentin	

2025 Annual Pension Confirmation Forms Needed for Plan Year 2025

Jackie Amaro**	Cesar Montes
Ethel Brown	Joseph Murphy II

Daniel Byers*
David Drinkwater*
Virginia Dudley
James Hamblett
Carol Herndon**
Donald Hiltbruner*
Effie Koukeas
Anthony Lafayette
Diane Lindberg
Sheila Lindholm
Zenaida Miller
Noel Minnis*

Michelle Olin**
Elida Parks**
Elisabeth Pedersen
Maura Pope**
Keith Restle
Stephen Rosenboom*
Kathleen Shebley**
Donald Thomas*
Grant Thomas
William Thompson III*
William Walls
Barbara Wilson

*These individuals were merged into the Pension Plan from the Northwest Marine Retirement Trust Plan.

**These individuals are survivors that were merged into the Pension Plan from the Northwest Marine Retirement Trust Plan.

All MM&P Plans

Email Addresses for the Plan Office

Over the past few months, we have had some changes in Plan Office personnel. For your reference, below please find the email addresses for the Plan supervisors.

The general email address for the MM&P Plan Office is:
PlanOffice@mmppplans.com.

If you have questions that need to be answered by the department supervisor/manager, please see below:

Patrick McCullough, Administrator
PMcCullough@mmppplans.com

Ken Ryan, Deputy Director
KRyan@mmppplans.com

Romney Pattison, Plan Controller
RPattison@mmppplans.com

Michael McCullough, Director of Operations & IT
MMcCullough@mmppplans.com

Jessica Caldwell, Health & Benefit Manager
JCaldwell@mmppplans.com

Mayra Robles, Health & Benefit Supervisor
MRobles@mmppplans.com

Dave Romano, Supervisor—Vacation, Pension, Adjustable Pension Plan, IRAP
DRomano@mmppplans.com

Heather Miceli, Benefits Manager—Retirement
HMiceli@mmppplans.com

Cathy Bradley—Human Resources Manager
CBradley@mmppplans.com

BECK NOTICE

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

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

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

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

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

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

In calendar year 2024 (the most current year for which audited information is available), we have confirmed that no more than 5.9 percent of all MM&P expenditures were for non-chargeable activities. Please note that a significant portion of these non-chargeable expenditures were for activities aimed at maintaining and improving working conditions and benefits for all who work in our industry.

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

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

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

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

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

PENSIONERS



David R. Allen, shipping out of West Coast ports. He last sailed for Matson Navigation as second mate aboard the *Kodiak*.

Paul A. Mospens, shipping out of West Coast ports. He last sailed for Matson Navigation as master of the *Manoa*.

Douglas J. Nagy, shipping out of West Coast ports. He last sailed for Patriot Contract Services as chief mate aboard the *TS Golden Bear*.

Frederick R. Thomas, A&G member working as a Florida docking master.

Stephen L. Turn, shipping out of East Coast ports. He last sailed for Maersk Lines Limited as second mate aboard *Maersk Denver*.

Jerzy Malec, shipping out of West Coast ports. He last sailed for Central Gulf Lines as second mate aboard the *Green Bay*.



Directory of MM&P Offices

International Headquarters

700 Maritime Blvd., Suite B
Linthicum Heights, MD 21090-1953
Phone: 410-850-8700
Fax: 410-850-0973
www.bridgedeck.org

International Officers

Donald F. Josberger
President
410-850-8700 ext. 122
president@bridgedeck.org

J. Lars Turner
Secretary-Treasurer
410-850-8700 ext. 116
sec-treas@bridgedeck.org

Steven M. Miceli Jr.
Director of Operations/Chief of Staff
410-691-8149
smicelijr@bridgedeck.org

Roger Lash
International Representative
410-691-8142
rlash@bridgedeck.org

International Comptroller

Margaret Schanne
410-691-8134
mschanne@bridgedeck.org

Communications Director

Lisa Rosenthal
410-691-8146
communications@bridgedeck.org

IT

IT@bridgedeck.org

Legal Department

Gabriel Terrasa
International Counsel
410-691-8148
gterrasa@bridgedeck.org

Jennifer Stair
Associate International Counsel
410-691-8178
jstair@bridgedeck.org

Membership

410-850-8700 Option 5
membership@bridgedeck.org

MM&P Women's Caucus Committee

410-691-8194
WomensCaucus@bridgedeck.org

Mental Health Resources Committee

Miriam Anthony, Chair
manthony@bridgedeck.org

MM&P Health & Benefit, Vacation, Pension, JEC and IRAP Plans

Patrick McCullough
Administrator
MM&P Plans
700 Maritime Blvd., Suite A
Linthicum Heights, MD
21090-1996
Phone: 410-850-8500
Fax: 410-850-8655
Toll-Free: 1-877-667-5522
pmccullough@mmppplans.com
Hours: Monday – Friday
8:30 AM – 4:30 PM ET

Atlantic Maritime Group

Keith Poissant
Vice President
570 Broad Street, Suite 701
Newark, NJ 07102
Direct: 201-830-3409
Cell: 973-420-0492
Fax: 201-963-5403
kpoissant@bridgedeck.org

Paulina Trzepacz
Representative
Phone: 973-495-9377
ptrzepacz@bridgedeck.org

Anthony Turzio
City Representative
Phone: 646-261-6662
aturzio@bridgedeck.org

Federal Employees Membership Group

David W. Narby
Vice President
Executive Office
MM&P Headquarters
700 Maritime Blvd., Suite B
Linthicum, MD 21090-1953
dnarby@bridgedeck.org
410-850-8700

Randi Ciszewski
Government Fleet Representative
& CNO Pilot Representative
MM&P Headquarters
700 Maritime Blvd., Suite B
Linthicum, MD 21090-1953
Cell: 202-679-7594
Fax: 732-527-0829

Offshore Membership Group

Thomas Larkin
Vice President - Atlantic Ports

Jeremy Hope
Vice President - Gulf Ports &
Government Contracts

Melany Velleca
Vice President - Pacific Ports

Boston

Ron Colpus
Atlantic Ports Coast Agent

Thomas Sullivan
Representative
Marine Industrial Park
12 Channel St., Suite 505
Boston, MA 02210-2333
Phone: 617-671-0769
Fax: 617-261-2334
boston@bridgedeck.org

Charleston

John Livingston
Representative
1481 Tobias Gadson Blvd., Suite 2C
Charleston, SC 29407-4794
Phone: 843-766-3565
Fax: 843-766-6352
charleston@bridgedeck.org

Honolulu

Randy Swindell
Representative
521 Ala Moana Blvd., Ste 254
Honolulu, HI 96813
Phone: 808-523-8183
Fax: 808-538-3672
honolulu@bridgedeck.org

Houston

**Mary Beth Baker / K.C. Marks /
Lisa Stringer**
Dispatchers
13850 Gulf Freeway, Ste 250
Houston, TX 77034
Phone: 281-464-9650
houston@bridgedeck.org
Hours: Monday-Friday — 0900-1500

Los Angeles/Long Beach

Wendy Karnes
Representative
533 N. Marine Ave., Ste A
Wilmington, CA 90744-5527
Phone: 310-834-7201
wkarnes@bridgedeck.org

Miami/Fort Lauderdale

Andrea Fortin/Maike Coan
Dispatchers
3081 East Commercial Blvd., Suite 100
Ft Lauderdale, FL 33308
Phone: 954-946-7883
pompano@bridgedeck.org

New York/New Jersey

Thomas Larkin
Vice President-Atlantic Ports

Cole Ridgway
Dispatcher

Ana Victorio
Administrative Assistant
570 Broad Street, Ste 701
Newark, NJ 07102
Phone: 201-963-1900
Fax: 201-963-5403
tlarkin@bridgedeck.org
nynj@bridgedeck.org

Chelsea Patterson
Women's Caucus Committee
East Coast Liaison
Phone: 917-838-3107
cpatterson@bridgedeck.org

Norfolk, Va.

Peter Petrus
Representative
Interstate Corporate Center, Bldg 8
6353 Center Dr., Ste 200
Norfolk, VA 23502
Phone: 757-489-7406
norfolk@bridgedeck.org

Oakland

Melany Velleca
Vice President - Pacific Ports

Veronica Schaible
Representative
315 Broadway, Second floor
Oakland, CA 94607
Phone: 510-808-7068
Fax: 510-808-7067
mvelleca@bridgedeck.org
vschaible@bridgedeck.org

Seattle

Kirsten Wilhelm
Representative
15208 52nd Ave. South, Suite 100
Seattle, WA 98188
Phone: 206-441-8700
Fax: 206-448-8829
kwilhelm@bridgedeck.org

Tampa

Jeremy Hope

Vice President – Gulf Ports &
Government Contracts

Laura Cenkovich / Ted Dohrman/ Stephen Procida

Representatives
829 W. Dr. Martin Luther King Jr. Blvd.
Suite 248
Tampa, FL 33603
Phone: 813-247-2164
Hours: 9:00 AM-2:00 PM ET
jhope@bridgedeck.org
tampa@bridgedeck.org

Pilot Membership Group

Timothy J. Ferrie

Vice President
201 Edgewater St.
Staten Island, NY 10305
Phone: 718-448-3900
Fax: 718-447-1582
tferrie@bridgedeck.org

East Coast Regional Rep.

John C. Traut

Association of Maryland Pilots
3720 Dillon St.
Baltimore, MD 21224
Phone: 410-336-1731
jctraut1@msn.com

Gulf Coast Regional Rep.

Kristi Taylor

203 Deerwood Glen Drive
Deer Park, TX 77536
Phone: 713-645-9620
ktaylor@houston-pilots.com

West Coast Regional Rep.

Zachary Kellerman

Pier 9, East End
San Francisco, CA 94111
Phone: 415-203-2564
zkellerman@bridgedeck.org

Alaska Marine Pilots

David Arzt

President
P.O. Box 920226
Dutch Harbor, AK 99603
Phone: 907-359-1240
pilotdesk@ampilots.com

Aransas-Corpus Christi Pilots

Forrest Albrecht

President
P.O. Box 2767
Corpus Christi, TX 78403
Phone: 361-884-5899
Fax: 361-884-1659

Associated Branch Pilots

Michael Miller

President
3813 N. Cswy Blvd., Ste 100
Metairie, LA 70002
Phone: 504-831-6615

Association of Maryland Pilots

Eric Nielsen

President
3720 Dillon St.
Baltimore, MD 21224
Phone: 410-276-1337
Fax: 410-276-1364
president@mdpilots.com

Biscayne Bay Pilots

Geoffrey Pool

Chairman
2911 Port Blvd.
Miami, FL 33132
Phone: 305-374-2791
Fax: 305-374-2375

Boston Pilots

Richard Stover

President
256 Marginal Street, Bldg 11
East Boston, MA 02128
Phone: 617-569-4500
Fax: 617-569-4502

Canaveral Pilots Association

Ben Borgie

Sean Morrissey
Co-Chairmen
Box 816
Cape Canaveral, FL 32920
Phone: 321-783-4645
TheCanaveralPilots@msn.com

Charleston Branch Pilots Assn.

W. Crayton Walters

6 Concord St.
Charleston, SC 29401
Phone: 843-577-6695
Fax: 843-577-0632

Columbia River Bar Pilots

Dan Jordan

Administrative Pilot
100 16th St.
Astoria, OR 97103-3634
Phone: 503-325-2641

Columbia River Pilots

Christopher D. Eckardt

MM&P Delegate

Jeremy Nielsen

President
13225 N. Lombard
Portland, OR 97203
Phone: 503-289-9922

Coos Bay Pilots Association

George Wales

President
686 North Front St.
Coos Bay, OR 97420-2331
Phone: 541-267-6555
Fax: 541-267-5256

Crescent River Port Pilots Assn.

E. Michael Bopp

President
2640 Ridgelake Drive
Metairie, LA 70002
Phone: 504-392-8001
Fax: 504-392-7598
www.crescentpilots.com

Hawaii Pilots Association

Sinclair Brown

President
Pier 19-Honolulu Harbor
P.O. Box 721
Honolulu, HI 96808
Phone: 808-532-7233
Fax: 808-532-7229
www.hawaiipilots.net

Houston Pilots

Clint A. Winegar

Presiding Officer
203 Deerwood Glen Drive
Deer Park, TX 77536
Phone: 713-645-9620

Hudson River Pilots Association

Kevin Mullins

President
201 Edgewater Street
Staten Island, NY 10305
Phone: 914-819-8677

Key West Bar Pilots Association

Alejandro Gonzalez

P.O. Box 848
Key West, FL 33041
Phone: 305-296-5512
Fax: 305-296-1388

Mobile Bar Pilots

Jason A. Comer

President
P.O. Box 831
Mobile, AL 36601
Phone: 251-432-2639
Fax: 251-432-9964

Northeast Marine Pilots

Richard Astles

243 Spring St.
Newport, RI 02840
Phone: 401-847-9050
Toll Free: 1-800-274-1216

Penobscot Bay & River Pilots Association

David Gelinas

President
Skip Strong
Vice President
18 Mortland Road
Searsport, ME 04974
Phone: 207-548-1077
Fax: 207-548-1078
pilots@penbaypilots.com

Pilots' Association for the Bay & River Delaware

David Cuff

President
800 S. Columbus Blvd.
Philadelphia, PA 19147
Phone: 215-465-8340
Fax: 215-465-3450

Port Everglades Pilots Association

Brendon P. McDonnell

Travis. M. Diemert

Co-Directors
P.O. Box 13017
Port Everglades, FL 33316
Phone: 954-522-4491

Puget Sound Pilots

Ivan Carlson

2003 Western Ave. - Suite 200
Seattle, WA 98121
Phone: 206-728-6400
Fax: 206-448-3405

Sabine Pilots

Andrew Guidry

Presiding Officer
2605 Jimmy Johnson Blvd.
Port Arthur, TX 77640
Phone: 409-722-1141
Fax: 409-962-9223
www.sabinepilots.com

San Juan Bay Pilots

Stephen Rivera

President
P.O. Box 9021033
San Juan, PR 00902-1033
787-722-1166

St. Andrew Bay Pilots Association

Zach Condon

President
P.O. Box 1389
Panama City, FL 32402
Phone: 781-738-1825
admin@standrewbaypilots.com

St. Johns Bar Pilot Association

Barrie Snyder

President
4910 Ocean St.
Mayport, FL 32233
Phone: 904-249-5631
Fax: 904-249-7523
admin@jaxpilots.com

St. Lawrence Seaway Pilots

John R. Boyce

President

Pat Broderick

MM&P Branch Agent
P.O. Box 274
230 North Point Street
Cape Vincent, NY 13618
Phone: 315-654-2900
Fax: 315-654-4491

San Francisco Bar Pilots

John Carlier
President/Port Agent
Pier 9, East End
San Francisco, CA 94111
Phone: 415-362-5436

Nick Deisher
MM&P Representative

Sandy Hook Pilots Association

James Mahlmann
New York President

Timothy J. Ferrie
New Jersey President

Rob Dobrowolski
Branch Agent
rdobrowolski@sandyhookpilots.com

201 Edgewater St.
Staten Island, NY 10305
Phone: 718-448-3900
Fax: 718-447-1582

Savannah Pilots Association

Robert T. ("Trey") Thompson III
Master Pilot
130 Houston St. – P.O. Box 9267
Savannah, GA 31401-3528
Phone: 912-236-0226
Fax: 912-236-6571

Southeast Alaska Pilots' Assn.

Mark Lundamo
President
1621 Tongass Ave. - Suite 300
Ketchikan, AK 99901
Phone: 907-225-9696
Fax: 907-247-9696
pilots@seapa.com
www.seapa.com

Southwest Alaska Pilots Assn.

Ian Maury
President
P.O. Box 977
Homer, AK 99603
Phone: 907-235-8783
Fax: 907-235-6119
swapa@swpilots.net

Tampa Bay Pilots Association

Terry Fluke
Executive Director
1825 Sahlman Dr. Tampa, FL 33605
Phone: 813-247-3737
Fax: 813-247-4425

Virgin Islands Port Authority Pilots

Angelo Raimondi
President
6877 Upper Wintberg
St. Thomas, VI 00802
340-998-2260
VIPBUpresident@gmail.com

Virginia Pilot Association

J. W. Whiting Chisman III
President
3329 Shore Dr.
Virginia Beach, VA 23451
Phone: 757-496-0995

Western Great Lakes Pilots Association

Capt. Tim Haak
President
6559 S M221, P.O. Box 365
Brimley, MI 49715
Phone: 715-392-5204
capt.haak@wglpa.com

United Inland Membership Group

Ed Lulko
VP-Great Lakes & Gulf Region

Daniel Twohig
VP-Pacific Maritime Region

Ed Lulko
VP-Great Lakes & Gulf Region
P.O. Box 230309
Fair Haven, MI 48023
Phone: 231-750-6054
Fax: 216-776-1668
elulko@bridgedeck.org

Juneau

Jerry Holder
AMHS Representative
Phone: 425-321-0772
jholder@bridgedeck.org

Los Angeles/Long Beach

Antonio Amalfitano
Regional Representative Southern California
533 N. Marine Ave., Ste A
Wilmington, CA 90744-5527
Phone: 310-766-9731
aamalfitano@bridgedeck.org

Oakland

Sly Hunter
Regional Representative Northern California
315 Broadway, Second Floor
Oakland, CA 94607
Phone: 510-808-7066
shunter@bridgedeck.org

Portland

Nick Sorber
Regional Representative
Portland, OR
Phone: 503-369-6947
nsorber@bridgedeck.org

San Juan, Puerto Rico

Eduardo Iglesias
Regional Representative
Cell: 787-354-3162
Office: 787-664-3052
eiglesias@bridgedeck.org

Seattle

Daniel Twohig
VP-Pacific Maritime Region
15208 52nd Ave., South, Ste 100
Seattle, WA 98188
Phone: 425-775-1403
Fax: 425-775-1418
dtwohig@bridgedeck.org

MIRAID

C. James Patti
President
1025 Connecticut Ave., NW, Suite 507
Washington, DC 20036-5412
Phone: 240-876-4084
Fax: 202-223-9093
jpatti@minaird.org

MM&P Federal Credit Union

Kathy Ann Klisavage
Manager
MM&P Headquarters
700 Maritime Blvd., Suite B
Linthicum, MD 21090-1953
Phone: 410-691-8136
Fax: 410-859-1623
Toll-Free: 1-800-382-7777
(All U.S. and Puerto Rico)
mmppfcu@bridgedeck.org

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

Patrick McCullough
Administrator
pmccullough@mmppplans.com

Eric Friend
Executive Director
efriend@mitags.org

Former Atlantic & Gulf Region Health, Pension and Education, Safety & Training Funds

MM&P Plan Office
700 Maritime Blvd., Suite A
Linthicum Heights, MD 21090-1996
Phone: 410-850-8500
Fax: 410-850-8655
Toll-Free: 1-877-667-5522

Pacific Maritime Region Pension & Benefit Plans

Columbia Northwest Marine Benefit Trust

Patrick McCullough
Administrator
700 Maritime Blvd., Suite A
Linthicum Heights, MD 21090-1996
Phone: 410-850-8500
Fax: 410-850-8655
Toll-Free: 1-877-667-5522
pmccullough@mmppplans.com
Hours: Monday-Friday
8:30 AM – 4:30 PM ET

Northwest Maritime Pension Trust

MM&P Plan Office
700 Maritime Blvd., Suite A
Linthicum Heights, MD 21090-1996
Phone: 410-850-8500
Fax: 410-850-8655
Toll-Free: 1-877-667-5522

Southwest Marine Health, Benefit & Pension Trust

Dora Vele
1200 Wilshire Blvd., 5th Floor
Los Angeles, CA 90017
Toll-Free: 1-888-806-8943

Maritime Institute of Technology & Graduate Studies (MITAGS)

Eric Friend
Executive Director
efriend@mitags.org
Student Services: 206-739-0720

MITAGS East

692 Maritime Blvd.
Linthicum Heights, MD 21090-1952
Main Phone: 410-859-5700
Toll Free: 1-866-656-5568
Admissions: admissions@mitags.org
www.mitags.org

BWI Airport Shuttle

(avail. 24 hours a day):
1-866-900-3517 Ext. 0

MITAGS West

1729 Alaskan Way, S.
Seattle, WA 98134-1146
Main: 206-239-9965
Toll-Free: 1-888-893-7829
Admissions: admissions@mates.org
www.mitags.org



CROSS'D THE FINAL BAR

Daniel Andrews, 65, April 1. A resident of Lachine, Mich., he worked on the Great Lakes for Grand River Navigation.



Sherlock Holmes mysteries. His passion for tall ships and sailing was captured in his published photographs which showcased his keen eye and appreciation for their beauty. He is survived by his wife Kathy, son Kenny, daughter Maureen, son-in-law Doug and granddaughter Quinn.

Kenneth M. Brack, 75, May 14. A resident of Forked River, N.J., and a pensioner since 2002, he last sailed for CSX Lines aboard the *CSX Hawaii*. Ken had an insatiable love for travel, often journeying to historic sites and immersing himself in the stories of the past while visiting forts, battlefields and castles. He was an avid reader, fascinated by history, military strategy and



globe in 1983-1984. After visiting countries around the world, he appreciated the fact that he had the privilege of living in the United States. Jim valued family above all else and enjoyed playing and coaching sports with his sons and grandsons. He loved basketball and golf and was inducted into the Kings Point Hall of Fame for both sports. He enjoyed the camaraderie of friendships formed through golf and appreciated the pivotal role that Captain James Carbone played in his maritime career. "MM&P will always be greatly indebted to our loyal Brother Captain James Brennan," said MM&P President Don Josberger. "A generation is now sailing Master due to his generous tradition of passing on his profound knowledge and patience." Survivors include his daughter Kathryn and her husband Tim, his sons Patrick and Brian and Brian's wife Samantha; his siblings Ann Marie, John and wife Sue, Timothy and wife Leslie, and Teresa and husband Patrick; grandchildren Kyle, Cole, and Kennedy; many nieces, nephews and cousins.

James P. Brennan, 74, Aug. 2. A resident of Southington, Conn., and a pensioner since 2017, he last sailed for Maersk Line Limited as master of the *Maersk Hartford*. In his 38-year career at sea he crossed the Atlantic Ocean over 200 times, the Pacific Ocean more than a dozen times, transited the Suez Canal 19 times and the Panama Canal 16 times. He circumnavigated the



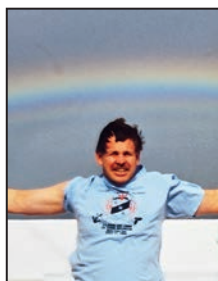
his exuberant sense of humor, and the profound bond he shared with those who truly knew him." He is survived by his children Matthew and Emily and their mother Katlyn Lasnier-Duncan, his mother Sharon, his sisters Elizabeth and Mary, and his brother John.

Steve J. Lasnier, 43, May 9. A resident of Las Vegas, Nev., he last sailed for Patriot Maritime aboard the *MT Haina Patriot*. "Steve never stopped searching for new experiences and connections. Known for his sharp wit, deep sensitivity, and a soul that burned brightly even through the shadows, he found peace near the water. He will be remembered for his deep love of fishing,



families. He loved to captivate his friends and family with stories about his voyages. He enjoyed cooking and organizing clam bakes for his family at his cottage in Westport. He is survived by his son Randy and partner Lea Grady and stepson Tyler Walsh; his son Ronald and wife Kristin, grandchildren Kaylin and Ryan, and his sisters Elaine and Bernice.

Roch E. "Rocky" LaVault, 82, April 26. A resident of Cumberland, R.I., and a pensioner since 1999, he last sailed for Waterman Steamship as master of the *Green Island*. He served in the US Navy. Remembered as leading a life of sacrifice for his family, his biggest concern was providing care and comfort for his wife of 56 years, Carol, and his sons and their



known to many, regaled his family with stories of the foods, people, and treasures from his travels. "To his friends and family, he was the persona of strength, bravery, and love. He was a superhero, always knowing what to do or say to make everything better, never failing to find the silver lining, or crack a joke, even in the toughest of times." He is survived by Lois, his wife of 27 years; daughters Kristine and husband Derk, and Lyndsey and husband Sean; stepdaughter Rona and husband Stefan; his brothers Robert and wife Mary, and Alan and wife Eileen; five grandchildren, two

Douglas A. Lefebvre, 77, May 21. A resident of Sparks, Nev., and a pensioner since 2003, he last sailed for Horizon Lines as master of the *Horizon Anchorage*. In 1987 he became the master of the newly commissioned *Anchorage* and sailed between Tacoma and ports in Dutch Harbor, Kodiak and Anchorage until his retirement. "Captain Doug," as he was

great-grandchildren, four nieces, eight grandnieces and nephews, and great-great-grand nieces and nephews.

Martin G. Paige, 75, Feb. 2. A resident of New York, N.Y., and a pensioner since 2000, he last sailed for Matson Navigation aboard the *Mahi Mahi*.

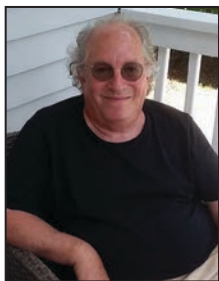
Walter A. Reimann, 81, April 27. A resident of Santa Rosa, Calif., and a pensioner since 1999, he last sailed for Sealand Service aboard the *Sealand Trader*.

William L. Ripley, 75, March 3. A resident of Chesapeake, Va., and a pensioner since 2001, he last sailed for Central Gulf Lines as master of the *SS Green Valley*. He is remembered for his love of fly fishing, photography, and plants. Survivors include his wife Robin, daughters Dalyn Ripley and Leigh Ashleman, six grandchildren and his sister Wandra Thornton.



Mathilda Donna Russ, 75, March 3. A resident of Denton, Md., and a pensioner since 2006, she worked at the Masters, Mates & Pilots Benefit Plan for 22 years. She is remembered for working tirelessly to ensure the benefits of generations of MM&P members. She was very involved in the lives of her children and grandchildren. She loved “all things Maryland” including

crabs, the Orioles and the Ravens, and especially University of Maryland basketball. In retirement, she enjoyed the peacefulness of nature and wildlife. She is survived by Bob, her husband of 35 years; daughters Jennifer, Tiffany and Jacquelyn; son Benjamin, nine grandchildren and one great-grandchild.



Jonathan L. Snyder, 75, April 28. A resident of North Falmouth, Mass., and a pensioner since 2009, he last sailed for Sealand Service aboard the *Sealand Newark Bay*. After 32 years with MM&P he retired to North Falmouth, where he enjoyed playing music, his dog Oscar, and life as a Mason. He was known as “The Duke” by his ‘76 MMA friends and enjoyed routine

meals with fellow graduates and his best friends Sandy O’Connor and Noni Davies. He is survived by his twin brother and two children.

Crossing the Bar

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

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

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

Twilight and evening bell,
And after that the dark!

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

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

— Alfred Lord Tennyson (1809-1892)