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The Master, Mate & Pilot

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

Who Controls the Supply Chain?

89th MM&P Regular Convention Call

Women's Caucus Publishes New Resource Guide

The Master, Mate & Pilot

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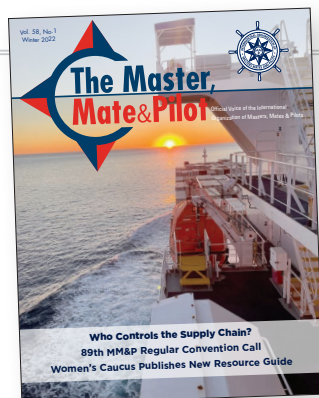
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About the Cover

View of the setting sun from Matson's *MV Lurline* a few hours after leaving Long Beach.

PHOTO BY MM&P MEMBER ZACHARY LEMITE

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FROM THE PRESIDENT

Who Controls the Supply Chain?

“For whosoever commands the sea commands the trade; whosoever commands the trade of the world commands the riches of the world and consequently the world itself.”

— Sir Walter Raleigh

Union Sisters & Brothers,

The pandemic has taught Americans many things about the global economy. The tragic and reprehensible war in Ukraine has brought additional lessons. The most obvious revelation is the fragile nature of the global supply chain and the risks that the current situation poses to the economic and military security of the United States.

There can be no doubt that the United States has lost its manufacturing capacity. No longer a primary “workshop of the world,” our country is dependent on the industrial capacity of China. Microchips may have been invented in the United States, but today we depend on others to manufacture them. Decades of neo-liberalism, short-sighted trade agreements, deregulation and outsourcing have gutted American manufacturing and turned this country into a market for raw materials populated by an increasingly less affluent pool of consumers.

Just slightly less obvious is that in addition to surrendering our capacity to make things, we have surrendered our capacity to transport things. Approximately 90 percent of world trade in value moves by sea. As empty shelves and showrooms and the bottleneck of container ships at anchor in U.S. ports prove, the manufactured items and consumer goods that Americans want and need are overwhelmingly delivered by sea. The ships that carry these essential cargoes are almost entirely foreign-owned and foreign-operated. Today, less than 2 percent of our international trade is carried aboard U.S.-flag ships. Most of the container terminals in U.S. ports that load and unload international cargo are owned or operated by foreign companies. We are dependent on others for our international trade.

While foreign ownership of ocean carriers and terminals is not the primary cause of today's bottlenecks, one thing is abundantly clear: America can no longer transport a meaningful share of its own foreign trade. This means that hostile trading partners and global competitors have the ability to strangle the U.S. economy.

Today, foreign shipowners are declining to carry American agricultural exports and such products as we do manufacture. They prefer empty containers that can be quickly loaded up with exports from China. They are happy to leave American exporters high and dry. California has experienced an estimated \$2.1 billion loss in agricultural revenue because of the current shipping crisis: in October and November alone, carriers refused



to transport some 178,000 TEUs of American exports. The Port of Oakland has seen agricultural exports drop by approximately 20 percent: empty containers are now the most sought-after export from America's West Coast ports.

Congestion and vessel diversions are, of course, major reasons for the problem in Oakland, but the reality is that with foreign-owned ocean carriers, and even domestic terminals that are foreign-owned, our international trade is beyond our control. (Sadly, the City of Oakland seems to be staking its future on baseball rather than exports as it looks increasingly likely that it will surrender its Howard Street container terminal to Oakland A's baseball millionaires to build a new playground.)

The Republic of China has some 4,500 ocean-going merchant vessels under its national flag and is the world's largest shipbuilding nation, responsible for approximately 40 percent of newly constructed tonnage worldwide. If Hong Kong is included, the combined tally rises to approximately 5,500 ships. These thousands of vessels, and the Chinese nationals who crew them, provide economic security to China and generate a tremendous amount of foreign revenue.

The situation in the United States is bleak by comparison: We have fewer than 90 ships engaged in foreign trade and only three or four shipyards with the capability to build new ones. What's more, and notwithstanding our formidable navy, our military security is dependent on the handful of U.S.-flag cargo vessels that remain in service thanks to a few base-line government programs. Naval power does not equal sea power if it is not buttressed by a strong merchant marine and a robust maritime infrastructure to support it.

China's control of trade passing through the East China Sea bears this out. What deficiencies will be pointed out by the war

[continued on page 2](#)

President's Message continued

in Ukraine? The maritime industry will struggle to find enough qualified mariners to crew Military Sealift Command Surge vessels and Ready Reserve ships to support our military for any significant duration of time. To everyone in the American maritime industry, these dangerous deficiencies are all too clear.

As the maritime industry crumbles, so does our stature as a trading nation and as a military power. This is a decline that results from the complete lack of a coherent national maritime policy. In the years before the Second World War, Congress passed the Merchant Marine Act of 1936 and prepared our country for the looming conflict. Today in the halls of government, there appears to be little awareness of the critical importance of the U.S. fleet, let alone the willingness to take the steps necessary to expand it—or even to sustain it.

What does all of this mean now that there is the potential for a conflagration in Europe? Russia's ruthless attack on Ukraine puts it all in perspective. The urgent need for military security, logistics and manufacturing capability, including shipbuilding, is not an anachronism of the last century.

The United States desperately needs a comprehensive and effective maritime policy, as well as trade and industrial policies that recognize the current global political realities. Regarding a national maritime policy, over the course of several decades there have been enumerable discussions and a few half-measures, but no significant action.

A long-awaited and sorely needed national maritime policy has yet to be delivered. We must look to the Merchant Marine Acts of 1916, 1920, 1936, and, arguably, most recently, 1970, to find comprehensive forward-thinking legislation that expressed a national will to foster and grow this critical strategic industry. During the Trump Administration, "America First" did not include the development of a national maritime policy. Today, the need for a comprehensive maritime policy and the rebuilding of our maritime infrastructure has never been greater—or more obvious. Perhaps with a war going on in Europe, it is time to confirm someone to head MARAD, which has been without an Administrator since January 2021.

To sustain our economic independence and our status as a world power, we need American ships, crewed by American merchant mariners, that have the capacity to carry a significant portion of U.S. foreign trade to ports around the world.

Franklin Roosevelt realized this, as did Woodrow Wilson before him—and before them both, so did Sir Walter Raleigh.

U.S.A.: time for a reality check... And to MM&P membership who have been living this at sea through two years of a pandemic and through increasingly onerous conditions, hold fast.

In Solidarity,

Don Marcus
MM&P President

89th MM&P REGULAR CONVENTION CALL

August 1-3, 2022
Linthicum Heights, MD

Subject to the emergency provisions of Article IV, Section 2, of the International Constitution, you are hereby notified that the 89th CONVENTION of the MM&P will be convened at 9:00 am on Monday, August 1, 2022.

The Convention will be held at the Maritime Institute of Technology and Graduate Studies, 692 Maritime Boulevard, Linthicum Heights, MD 21090.

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

With best wishes, I remain,

Fraternally,
Don Josberger
International Secretary-Treasurer

Biden Administration Issues Plan To Promote Union Membership

The White House has released a blueprint on how the federal government can increase union participation and strengthen workers' right to organize. It includes a series of steps that can be taken in the absence of legislative action, since passage of the landmark Protecting the Right to Organize Act is blocked in the Senate by a wall of Republican resistance and a handful of Democrats who are resisting changes to the 60-vote minimum required to advance legislation.

The White House Task Force on Worker Organizing and Empowerment, led by Vice President Kamala Harris with Labor Secretary Marty Walsh as vice chair, recommended the Biden administration take action in the following areas:

- ♦ protecting workers who organize from illegal retaliation;
- ♦ ensuring workers know their organizing and bargaining rights;
- ♦ exposing employers' use of anti-union consultants;
- ♦ establishing a resource center on unions and collective bargaining;
- ♦ addressing equity across underserved communities;
- ♦ increasing awareness of the positive impact that unions have on all workers—union members and non-members—and on the economy as a whole.

The report recommends establishing preferences in federal grant and loan programs for employers with strong labor standards,

as well as preventing companies from spending federal contract money on anti-union campaigns.

It also underlines the role the federal government can play as an employer by giving union organizers greater access to speak to federal workers about the benefits of joining a union.

President Biden established the task force last year as part of his administration's efforts to promote organizing and collective bargaining in the private and public sectors.

The National Labor Relations Act, the 1935 law that protects federal labor rights, explicitly encourages collective bargaining, yet no previous administration has explored ways that the executive branch could do so systematically.

The 43-page report, which outlines 70 distinct policy proposals, links the decades-long drop in union membership to the fact that a rising share of income is going to the wealthiest 10 percent of the population.

Recent polls show that most Americans have a favorable impression of unions and would join one if given the option. But the Labor Department reported at the end of 2021 that only 10.3 percent of workers belonged to a union.

The president's task force will submit a second report describing progress on its recommendations and proposing additional ones in the first half of 2022.



NEWS BRIEFS (CONTINUED)

Redesigned Website Puts MM&P Members Front and Center

Masters, Mates & Pilots rang in 2022 with an extensive overhaul of the union website, bridgedeck.org.

The new site is easier to navigate, packed with compelling images and videos and squarely focused on our members and the essential work they do. The “member-centric” strategy underlying the site is evident in a new Membership Group Highlights page: it features news, photos and videos provided by members of each of the five MM&P Membership Groups.

On the site, you’ll find links to important resources you rely on day-to-day: MM&P Plans, the MM&P Federal Credit Union, MITAGS, the National Maritime Center and MIRAID.

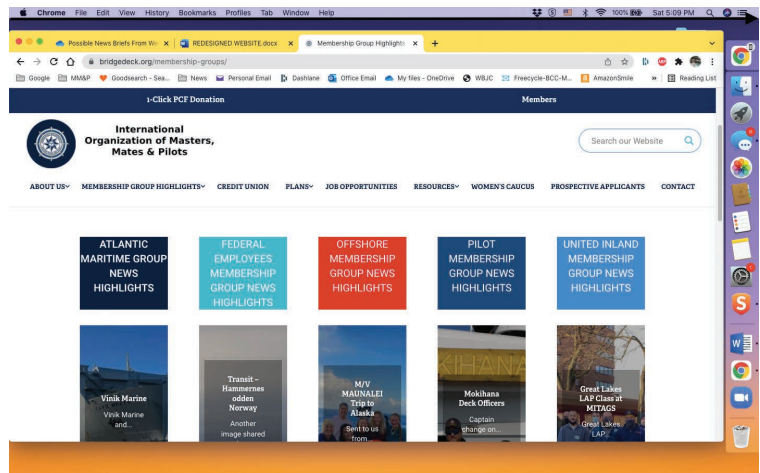
There is a quick-access button at the top of the home page for the Members Only section.

Additional features of note include dedicated pages for the MM&P Women’s Caucus and resources for Prospective Applicants.

The communications and IT departments at MM&P are continuing to develop a comprehensive resource list for member health and wellbeing, says Donna McCormick, who designed the new site.

Check back for updates, let us know what you think of the new site and please continue to send your news, photos and videos to Communications@bridgedeck.org.

We Need Your Help To Keep the Momentum Going!



Your Shipmates Are Counting on You: Building a Respectful Maritime Workplace

The MM&P Women’s Caucus has published a resource guide to further its mission of effecting change to assure equal rights, respect and safety for all mariners and workers in the maritime industry.

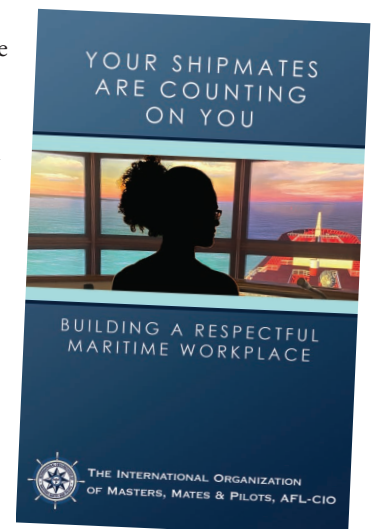
The new guide, “Your Shipmates Are Counting on You: Building a Respectful Maritime Workplace,” includes links to organizations that offer help and support to those who have experienced bullying, harassment or discrimination, as well as advice on what actions to take in the event that you experience bullying or harassment, or witness others being bullied or harassed.

The MM&P Women’s Caucus actively supports women’s rights, professional development, networking, and the discussion of all issues specific to women in maritime, including cisgender and transgender women, femmes, and nonbinary people within MM&P and throughout the maritime industry.

MM&P Women’s Caucus membership is free and open to all MM&P members and delegates.

Membership is initially limited to women, including cisgender and transgender women, femmes, and nonbinary people within MM&P and ultimately, subject to the decisions of the Women’s Caucus, open to all workers in the maritime industry who are interested in promoting women’s issues, empowerment, and professional development.

Send an email to womenscaucus@bridgedeck.org to join the effort.





Unions Slam Establishment of Flag-of-Convenience Ship Registry in US Virgin Islands

A broad coalition of maritime and transportation unions has lined up in opposition to the establishment of a flag-of-convenience ship registry in the U.S. Virgin Islands.

FOC registries—also called “open registries”—allow shipowners to maximize their profits by avoiding the rules, regulations, tax obligations and manning requirements that attach to a national-flag fleet.

MM&P is a member of the coalition, which includes the AFL-CIO Transportation Trades Department, the AFL-CIO Maritime Trades Department, the American Maritime Officers, the Marine Engineers’ Beneficial Association, the Marine Firemen’s Union, the Sailors’ Union of the Pacific and the Seafarers International Union.

The coalition calls an FOC registry in the U.S. Virgin Islands “an exercise in labor arbitrage designed to generate registry fees and enrich foreign shipowners at the expense of American workers and America’s national interests” and “an affront to American mariners.”

It said the military security of the United States would be weakened by relying on foreign-owned, foreign-crewed vessels, noting that other industrialized countries that have established FOC registries have seen their national fleets hollowed out “to the point that they are no longer able to provide the requisite military security and logistical support to their flag nations.”

“The safety of American troops deployed overseas and the success of their mission must not be put in jeopardy by reliance on a flag-of-convenience open registry scheme that uses foreign-crewed vessels to deliver what our servicemen and women need to do their job,” the coalition said.

It has called on the Department of Defense, the Maritime Administration, the Biden Administration and Congress “to reject

any suggestion that U.S. Virgin Islands-flagged vessels be treated as if they were U.S.-flagged and U.S.-crewed for any purpose or for any program.”

The coalition also noted the lessons of the ongoing supply chain crisis, which demonstrate “that we as a country must begin to reverse the dangerous reliance we have on foreign sources for goods and shipping services.”

... “Nothing more than an exercise in labor arbitrage designed to generate registry fees and enrich foreign shipowners at the expense of American workers and America’s national interests.”

“Increasing America’s dependence on foreign-owned and foreign-manned vessels will exacerbate the current situation,” they added.

The coalition reiterated its ongoing commitment to work with the administration and Congress to achieve a more robust, commercially viable U.S.-flag, U.S.-crewed fleet that will continue to protect America’s economic, military and homeland security.

Mandatory Overtime Pushing Panama Canal Tug Captains to the Edge

In January 2022, an exhausted tugboat captain fell asleep while assisting an LNG vessel in the expanded Panama Canal locks.

“The tug struck the ship,” a coworker said, “and the impact was so hard that his body and head hit the tug’s front window. We’ve had a few incidents like this in recent months. This is the latest.”

Fatigue—an ongoing problem since the expanded Panama Canal was inaugurated in 2016—is taking an increasing toll on the health of the canal’s workers and posing new risks to the global supply chain. Shortages of personnel and equipment have long been the rule. Mandatory overtime is exacerbating the situation.

Line-handling accidents occur with regularity. One claimed the life of a line-handler in 2018. And there have been other deaths. In 2021, two tugboat crewmembers died from stress-induced heart conditions. Two others suffered strokes, but survived.

“Shifts of 12 hours and even longer are the norm, and the weekly schedule is a minimum of seven days in a row including midnight watches.”

“The crisis on the Panama Canal has the potential to impact international trade to an extent far greater than the grounding of the *Ever Given* in the Suez Canal last year,” says MM&P President Don Marcus. MM&P’s Panama affiliate, UCOC, represents tug captains and associated vessel personnel who work on the canal.

Marcus attributes many of the hazards they face to the poor design of the expanded canal, which has given rise to a much more labor-intensive process of vessel transit. In the old locks, electric locomotive “mules” run on tracks along the walls of the chambers and mooring wires and tension winches are used to maintain transiting ships in position. In the new locks, tugs are continuously required to position vessels in transit. This puts great strain on the operators, who are often at the controls for many hours without relief.

“Shifts of 12 hours and even longer are the norm,” a UCOC official says, “and the weekly schedule is a minimum of seven days in a row including midnight watches.”

If a lock gate were to be breached, the damage to the global supply chain could overshadow the 2021 “crisis in the Suez,” when the *Ever Given* grounded. “Unlike the situation in the Suez Canal—which is simply a ditch—if a single lock gate were to be breached, it would take months to repair,” Marcus says.

“In the meantime, the Panama Canal would be closed to all Neopanamax vessels.”



Panama Canal workers marching in May 2021 in protest of long hours and dangerous working conditions.

“They Did the Heavy Lifting”: *Chimacum* Captain Hails Crew for Rescue

The crew of the Washington State Ferry *MV Chimacum* rescued a woman who had gone overboard on Thanksgiving Day while the vessel was on its regular run from Bremerton to Seattle.

There was no information on how the passenger ended up in the water. When she was spotted off Duwamish Head near West Seattle, the vessel reversed course to reach her, a crewmember heaved a life ring and Second Mate Dakota Pedersen launched the rescue boat team.

The passenger was pulled aboard and taken back to the ferry, where she was treated for hypothermia by members of the crew and a doctor who was among the passengers before being taken away in an ambulance.

It was Captain Thomas Tilton's last night in the pilothouse before retirement capped off a 25-year career with Washington State Ferries.

“We are so thankful to Captain Tilton and the crew for their efforts and all our vessel employees for training and practicing regularly for emergencies,” the ferry system said in a statement.

MM&P represents the licensed deck officers aboard the WSF ferries. MEBA represents the members of the engineering department and the IBU represents the unlicensed crew.

Tilton credited the crew for “a textbook response,” saying “everything went right.”

Chief mates Brendan Ehnou and Andrew Botti, one on the D watch and the other on the B watch, participated in the rescue. There was “great teamwork between crews,” Tilton added, and he recognized the contributions of every crewmember involved.

“I drove the boat back to look for her and then landed the boat in Seattle,” he said.

“I had a lighted buoy to guide me and could see the passengers along with crew pointing the way. I ran engaged for safety. Just past the buoy I slowed so I would not outrun my lighting.”

“Everything went right and the crew did the heavy lifting to achieve that.”

“I would like to acknowledge that everyone involved had more to do with this woman's survival [than I did] and it was my privilege to be on the team,” Tilton said.

“A cute story for me, on my Last Night of working prior to retirement. It was my privilege to have been a part of the team that did the work to have a positive outcome of an unfortunate event.”



“We are so thankful to Captain Tilton and the crew for their efforts...,” the ferry system said in a statement. Members of MM&P, MEBA and the IBU crew the Washington State Ferries.

NEWS BRIEFS (CONTINUED)

Great Lakes LAP Course Attracts Record Number of Participants

This year, the Great Lakes License Advancement Program recorded the highest number of participants ever, says instructor Chris Edyvean. The average class size is four to six, but this time, there were 12 mariners in attendance. The license type breakdown was typical he said, ranging from Original 1600-Ton Mate to Original Great Lakes Mate Any Gross Tons and Great Lakes Master Any Gross Tons.



(Left to right) Chris Edyvean, Jack Brandenburg (Interlake), Dan Jasmund and Shawn Hayes (Grand River Navigation), Pat Joyce (Interlake), Rob Cardinal (Grand River Navigation), Nate Chesebro (Interlake), Ken Houseal (Great Lakes Fleet), Alex Weber (Interlake), Mike Haynes (Interlake), Matt Stoltzmann (Interlake), Keene Weekley (Great Lakes Fleet) and Jeremy Reeves (VanEnkevort Tug & Barge).

Maersk Montana Taken From the Vantage Point of Maersk Ohio



Maersk Ohio Master Chris Kavanagh shared photos of Maersk Montana undocking. Maersk Montana and Maersk Ohio are G-Class sister ships. They were berthed behind each other at VIG Terminal , Portsmouth, Va., on Dec. 29, 2021

MM&P Members and Friends Meet at ISMA Convention

MM&P members who attended the International Ship Masters Convention in Cleveland in January had an opportunity to discuss Great Lakes shipping with shipmates and friends. ISMA is an organization of licensed professional mariners and others associated with the maritime community of the Great Lakes and the St. Lawrence Seaway who work together to help create a safer and more informed waterway system.

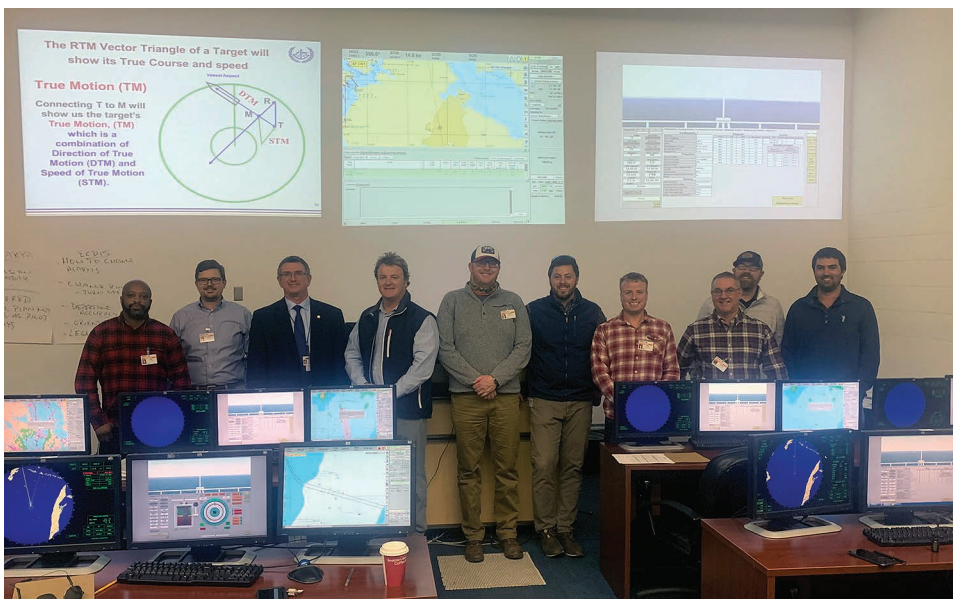


Bill Rabatsky, former MM&P Great Lakes representative, with Tom Bell.



MM&P Great Lakes & Gulf Region Vice President Tom Bell (*right*) with Robert Lund (*standing*), who serves as captain aboard the City of Chicago fireboat *Christopher Wheatley* and Ron Brzezinski.

Maryland Pilots at MITAGS in January



Members of the Association of Maryland Pilots were at MITAGS in January to attend a matrix of courses that included Bridge Resource Management and ECDIS-ENAV. (*Left to right*) Eric Pickett, Noah Seiple, MITAGS instructor Richard Madden, Michael Lavin, Timothy Arey, Nicholas Nastasi, Eric Shea, Kevin Hanna, Christopher Leach and Harry Scott. The Association of Maryland Pilots, founded in 1852, is the oldest state-codified organization of pilots in the country.

NEWS BRIEFS (CONTINUED)



MV Maunalei headed up Cook Inlet.

All-Women Crew Aboard the *MV Maunalei*

Captain Christy Pekara shared photos from a voyage aboard Matson's *MV Maunalei*. "We had six women aboard on our trip to Alaska V 166," she reports. In the photo are (*left to right*) Third Assistant Engineer Phyllis Prokopich, Third Mate Jordie Guasch, Bosun Rhonda Benoit, Pekara, Second Mate Molly McQuiston and (*in back*) AB Kim Hoogendam.



PHOTO CREDIT FRANK SMITH

Greetings From the MM&P Members Aboard *MT Haina Patriot*

The MM&P licensed deck officers aboard Patriot Contract Services' newly flagged-in shallow draft tanker, the *MT Haina Patriot*, sent holiday greetings to the rest of the fleet. (*Left to right*) Captain Lucas Juon, Third Mate Alex Reid, Second Mate Gabrielle Salazar and Chief Mate Chris Nowak. The vessel is also crewed by members of MEBA, SUP, MFOW and SIU.



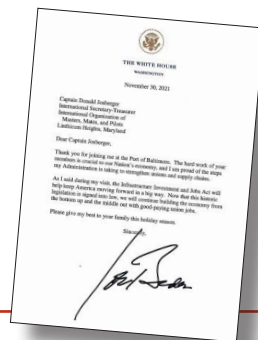
President Biden Meets With Union Officials in Port of Baltimore

MM&P International Secretary-Treasurer Don Josberger was among the union officials who met with President Biden in the Port of Baltimore in November. “The hard work of your members is crucial to our nation’s economy,” the President wrote in a follow-up letter, “and I am proud of the steps my Administration is taking to strengthen unions and supply chains.”

Biden was in Baltimore to outline the benefits of the bipartisan infrastructure legislation that he signed into law last year. The President told union officials that the law, which will fund the most significant investment in infrastructure in the nation’s history, will help ensure goods and materials get to markets and manufacturers, especially at a time when the pandemic has made it harder to make and transport products on time.



“The hard work of your members is crucial to our nation’s economy,” President Biden wrote MM&P International Secretary-Treasurer Don Josberger in a follow-up letter.



New Federal Maritime Commissioner Max Vekich Is Former Longshore Worker, Labor Leader



Federal Maritime Commissioner Max Vekich has extensive first-hand knowledge of the maritime industry: he has spent more than 40 years working on the waterfront.

The Senate has confirmed Max Vekich to serve as a Commissioner on the Federal Maritime Commission, the regulatory agency that oversees the ocean shipping supply chain in the U.S.–foreign trades.

Vekich, who served four consecutive terms representing the 35th Legislative District in the Washington state House of Representatives, was confirmed by the Senate by a vote of 51-43. Three Republicans joined Democrats in supporting his nomination: Alaska Sens. Lisa Murkowski and Dan Sullivan, and Maine Senator Susan Collins.

During Vekich’s tenure in the Washington state legislature, he chaired three committees: Agriculture, Trade & Economic Development, and Commerce & Labor. In 2004, he joined the Port of Seattle to supervise the loading and unloading of vessels. He also served as a member of the International Longshore and Warehouse Union’s executive board.

“Mr. Vekich knows the ports, he knows the shipping communities, and has spent more than 40 years working on the waterfront,” said Washington Sen. Maria Cantwell in a speech on the Senate floor in support of his nomination.

“He spent his life working in the maritime industry and knows the challenges that we face in maritime and intermodal transportation, in congestion, and continuing to move forward on how we advance our ports.”

NEWS BRIEFS (CONTINUED)

MV Kamokuiki Nuku'alofa Aid Mission

Article by David Kris Kopra, Master Matson Kamokuiki

The *MV Kamokuiki* is currently engaged in trade between Auckland, New Zealand, and Shanghai, China, under charter to Matson South Pacific. In recent months, the vessel has called on additional ports including Suva, Fiji, and Shekou, China. The *Kamokuiki* is a nimble and versatile tramp ship. At 434 ft., 688 TEU, with 2 x 45 MT cranes, she has wide operating range and independence.

The *Kamokuiki* received word of the relief cargo for Tonga while alongside the berth in Auckland. The crew was ecstatic to get the opportunity to assist. We had been monitoring the GMDSS notifications on our transit south from Guam and were aware of the volcanic activity and tsunami.

On departure from Auckland, the local pilot informed the vessel that he had observed "Matson" containers set up as collection sites for aid donations. Auckland residents donated approved goods and supplies, filling the containers we carried on deck.

The three-day transit from Auckland to Tonga was rough, with beam seas and winds out of the southeast. The weather calmed down on the approach just northwest of Nuku'alofa. Military ships from various countries were steaming off the coast and anchored in the lagoon. We arrived in parallel with a fishing boat and ferry from Fiji, all carrying water and aid. There were delays because the internet had not been fully restored and local authorities had to work all documents in hard copy.

We received notification that the pilot would only be available to assist with docking and were directed to enter the lagoon and anchor near a New Zealand naval vessel. The bridge team tracked an outbound naval ship on ECDIS and radar, confirming the approach route before proceeding into the harbor.



Third Mate Bryce Baker, Chief Mate Dan Marks, Second Mate Jeff Brown and Captain Kris Kopra.

Weaving around off set channel marks and coral shoals, the vessel wedged up into an anchor position as the sun fell. Later that evening, with pilot onboard and anchor heaved home, we proceeded to the pier on Nuku'alofa's waterfront. It was pitch dark and the tsunami had damaged the lights on the pier, which was indiscernible. The local line handlers shined flashlights and cell phones from shore and the vessel lit a corner up with its spotlight.

Running mooring lines with line boats to an unlit pier in the pitch dark took patience and communication, but in the end the operation went smoothly. *Kamokuiki* crew prepped the vessel for cargo, then retreated to the accommodation to avoid any contact with Tongan longshore.

The cargo was discharged and the crew made preparations to get underway. From the berth position it was difficult to see tsunami damage. Pilot Hakaumotu Fakapelea explained that a lot of effort had been put into recovering the pier areas as it was their critical lifeline. The pilot stood on the bridgewing conducting multiple jobs from his handheld VHF: we laughed when he told us that he tried to use a different voice for each role. He scheduled a few ships for pilotage, directed a few as port authority, and informed a few more that their health permits were still under review. He was the true community hero of the Nuku'alofa waterfront.

Modern seamen see countries from the end of a closed gangway. Schedules and covid restrictions prevent shore leave around the world. Going to sea has always been isolation, yet the distance between the sailors and communities is growing.



(Front row, left to right) Jeff Brown, Robert Chung, Antonio Respicio, Dan Marks; (second row, left to right) Kim Sterritt, Kris Skorodynski, Kwaku Addae, Ali Ali, Heath Heller; (third row, left to right) Bryce Baker, Kris Kopra, Michael Sapien, Simone Demich.

MV Kamokuiki Nuku'alofa Aid Mission continued

Many sailors find solace knowing that their sacrifices bring needed life support to communities around the globe. Taking the *MV Kamokuiki* to deliver aid to Nuku'alofa was a fulfilling and motivating experience. It brought a feeling of pride: not only in the individual act of delivering 34 boxes, but in the daily grind that we live to keep the ship running and ready to work cargo. We have the ability to help, be it in our home communities or in a faraway community of strangers.

Author's Note

Growing up on the Big Island of Hawaii, I learned at a young age that "Matson" was Hawaii's lifeline. Large containers with the blue logo could be seen parked at every local store and crossing every intersection. Now, as a merchant marine officer operating a Matson ship, I know that my work goes to keeping my community alive. And I take great pride in knowing that we have the ability to help when disaster strikes.



Tonga waterfront with *MV Kamokuiki* cargo cranes and deck in foreground.

Pilot Hakaumotu Fakapelea

New Federal Infrastructure Funds Will Revitalize Great Lakes Region, White House Says

The bipartisan infrastructure legislation signed into law by President Biden last year will fund a Great Lakes restoration program of historic proportions, the White House says.

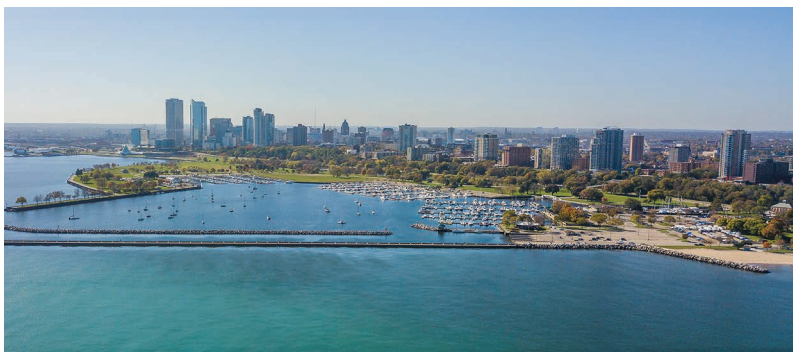
The \$1 billion slated to flow to the region will fund the clean-up of 22 out of 25 "areas of concern" in states bordering the Great Lakes by 2030, including the Cuyahoga, Black and Maumee rivers in Ohio.

The restoration funding is included in the bipartisan infrastructure package, the President's signature legislative achievement since winning the 2020 election.

"It's going to allow the most significant restoration of the Great Lakes in the history of the Great Lakes," Biden said during a stop in Lorain, Ohio.

Environmental Protection Agency Administrator Michael Regan says the Great Lakes funds in the infrastructure bill will create about 3,700 jobs in 2022.

"At the heart of this law is the inherent understanding that protecting the environment and protecting the economy... are not mutually exclusive," he says. "They go hand-in-hand. Nowhere is that more evident than the Great Lakes."



Rep. Marcy Kaptur (D), who represents Lorain and has served during the tenures of six U.S. presidents, says passage of the American Rescue Plan and the Infrastructure and Jobs Act under the Biden administration has done more to benefit the region "already and into the future than any other president ever accomplished."

One of the legislators responsible for steering the infrastructure bill through Congress was Ohio Republican Sen. Rob Portman. He and Rep. Anthony Gonzalez were the only Ohio Republicans who voted in favor of the legislation.

Alaska Ferry Workers Are Leaving for Jobs That Pay More, Unions Say

Mariners are leaving the Alaska Marine Highway System for jobs in other states or the private sector, MM&P Alaska Representative Shannon Adamson told state lawmakers at a Feb. 24 hearing before the House Transportation Committee.

The reason is simple: They're finding jobs that pay more. "Qualified mariners are a financial investment," she told legislators. "They're finding better jobs in other places and we're losing those investments."

Although AMHS has a more desirable two-weeks-on, two-weeks-off schedule, she says, the Washington State Ferry system offers significantly more pay and Black Ball, which is privately owned, can offer almost double. Adamson said so many have already left AMHS that it is no longer possible to maintain an optimal relief schedule.

AMHS currently employs 78 MM&P members, 58 engineers represented by the Marine Engineers' Beneficial Association and 303 unlicensed crewmembers represented by the Inlandboatmen's Union of the Pacific. Retention across all three unions that represent ferry workers has declined since 2015, she said, but the drop is most significant among engineers.

IBU Regional Director Earling Walli says there is now a high number of vacancies for unlicensed crewmembers. One reason, he said, is that ferries in Alaska don't run as frequently in the winter and budget cuts have made those sailings even more infrequent, leading mariners to look for jobs elsewhere.

Gov. Mike Dunleavy (R), who has faced significant public backlash for making drastic cuts to the ferry system's budget, has said he plans to use federal relief dollars to keep the ferries running. Alaska's congressional delegation has also promised that the bipartisan infrastructure legislation, which President Biden signed into law last November, will bring funds to revitalize the system.

But the unions say that at this rate, it is not clear whether AMHS will have enough personnel to maintain operations until the funding arrives. Adamson suggested that the state shore-up hiring and retention by raising wages, revising minimum job qualifications, giving crewmembers year-round jobs and creating a training fund to help pay for qualifications.



AMHS Tazlina. The unions that represent ferry workers say so many have already left AMHS for higher-paying positions elsewhere that it is no longer possible to maintain optimal relief schedules.

"US Maritime Highway Coalition" Formed To Promote New Job Opportunities for Union Members

MM&P has joined forces with other maritime unions and labor groups to advocate for jobs in new and emerging energy-generation platforms, such as windfarms, that rely on coastwise shipping. The coalition will advocate before the administration and Congress for new short sea shipping projects and jobs for union members.

The AFL-CIO Metal Trades Department spearheaded the effort, which is backed by labor unions, businesses and allied groups that support marine highway initiatives.

MM&P, the Seafarers International Union, the International Longshoremen's Union and the AFL-CIO Transportation Trades Department joined other participants in January for a kick-off meeting hosted by the Marine Engineers' Beneficial Association.

The group discussed emerging industries—such as windfarms and other energy sources linked to the shift away from fossil fuels—that would benefit from a robust short sea shipping system.



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Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Schedule of Board of Trustees Meetings

The first Board of Trustees meeting for 2022 is scheduled to take place on March 8 and 9, 2022. In the next edition of The Master, Mate & Pilot, I will summarize some of the actions taken by the Trustees at their meeting.

Important Reminders

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

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

And please remember:

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

Medicare Part D Update

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

Each year, the Plan must file an application for the subsidy with the Center for Medicare Services (CMS). The subsidy is equal to approximately 28 percent of the cost of the prescription drug benefit. For calendar year 2022, the Plan's application to receive the subsidy has been approved. For 2021, the Plan has received approximately \$761,522.38 in subsidies, which helps defray the costs of providing this benefit to our retirees.

The MM&P Plan's prescription drug program has been and continues to be comparable to the coverage offered by the Medicare Part D Program. In September 2021, we sent members the required annual notice that explains that the Plan's prescription

coverage is "creditable" for 2022. For 2022, all participants have such creditable coverage.

Summary of Benefits and Coverage Form

As required by law, the Plan has updated the Summary of Benefits and Coverage form for the Plan year 2022. The Plan mailed these forms to participants along with the notice informing the participants of the annual open enrollment.

If you would like to review PDF copies of these forms, they are posted on the MM&P website. From the home page, bridgedeck.org, please click on the "MM&P Plans" button, and then on the button that reads "H&B Forms." The Summary of Benefits and Coverage form is listed after the Summary Plan Descriptions.

Pension Plan – Adjustable Pension Plan

Annual Verification of Pensioner Benefits

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

The annual verification of pensioner benefits form does not have to be notarized this year so please sign the form and return your form to the Plan Office as soon as possible.

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

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

Pension Plan

Pension Plan Missing Participants

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

2019 Annual Pension Confirmation Forms Needed for Plan Year 2018

Antoine Tedmore

2020 Annual Pension Confirmation Forms Needed for Plan Year 2019

John Moralis
Dolores Hoffman

Earnings Limitations for Pensioners and Spouses Under 65 for the 2022 Calendar Year

I would like to remind pensioners and spouses under age 65 about the MM&P Health Plan Earnings Limitations for calendar year 2022. In December 2021, the Plan mailed an earnings letter to all affected participants and dependents with an affidavit that must be returned to the Plan Office. If you have not yet returned the affidavit, it is advised that you complete and return it as soon as possible.

Increase in Pensioners Earnings Limitation Jan. 1, 2022

The Trustees last year agreed to change the Plan rules to increase the Plan's pensioner annual earnings limitation, effective Jan. 1, 2022 to \$43,000. Effective Jan. 1, 2022, 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 \$43,000 without losing their health coverage under the Plan.

Individual Retirement Account Plan, Pension Plan and Adjustable Pension Plan

Annual IRS Limitations for 2022

For your reference, we have listed below the Internal Revenue Service limitations for 2022. The defined benefit plan limits listed below apply only to participants in the Offshore Pension Plan and/or Adjustable Pension Plan. The 401(k) limits apply only to members whose collective bargaining agreements provide for IRAP/401(k) participation.

IRS Limitations for 2022	2022	2021
Maximum Annual 415 Payout at Age 62 From a Defined Benefit Plan	\$245,000	\$230,000
Maximum Annual Contribution to an Individual's Defined Contribution Account Under 415 (c)	61,000	58,000
Maximum Effective 401(k) Deferral	20,500	19,500
401(k) Catch-Up Limit-Age 50 and Older	6,500	6,500
Maximum Amount of Annual Compensation That Can Be Taken Into Account for Determining Benefits or Contributions Under a Qualified Plan	305,000	290,000
Wage Base:		
a) for Social Security Tax	147,000	142,800
b) for Medicare	No Limit	No Limit

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

Over-the-Counter Covid-19 Test Reimbursement

The MM&P Health & Benefit Plan has reached an agreement with CVS/Caremark to reimburse members and their covered dependents for non-prescription over-the-counter (OTC) Covid-19 tests purchased on or after Jan. 15, 2022.

You can qualify for the reimbursement of an OTC Covid-19 test purchased anywhere: although CVS is processing the reimbursements for the Plan, you do not need to buy the test at a CVS store. To request reimbursement, you will need to:

- sign in or register at [Caremark.com](https://www.caremark.com);
- upload proof of purchase; this can be a digital receipt or a photo of a paper receipt.

You can also submit your completed claim form and receipt by regular mail (*see details below*). You will be reimbursed for the full price of OTC Covid-19 tests purchased between Jan. 15 and Jan. 28, 2022. For tests purchased on or after Jan. 29, 2022, you will be reimbursed at the point-of-sale rate, as explained on the Caremark website.

No prescription is necessary to purchase an OTC Covid-19 test. To submit your receipt for reimbursement by regular mail, go to [bridgedeck.org](https://www.bridgedeck.org), click on "Plans" and in the drop-down menu select "H&B Forms." The form is called "OTC COVID-19 Reimbursement Claim Form." You will need to complete the form and mail it along with your receipts directly to CVS/Caremark. The address to send the form and receipts to appears on the form itself.

The reimbursement will be for the same amount whether you register and request it online or submit it by regular mail.

CVS/Caremark will be controlling the maximum allowed under the program for each member and covered dependent: eight tests per month for each covered individual.

Note that if you submitted to the Plan Office for reimbursement receipts for OTC tests purchased after Jan. 15, 2022, they will be returned to you to submit to CVS/Caremark. Covid-19 test kits purchased prior to Jan. 15, 2022 are not covered under the Plan.



MITAGS

MARITIME INSTITUTE OF TECHNOLOGY
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Glen Paine Retires After More Than 23 Years as Head of MITAGS

Glen Paine, who began working at MITAGS as an instructor and rose to become executive director, has retired after 23 years at the helm of a maritime institution that today includes a wide range of state-of-the-art academic programs and a world-class conference center.

Under his direction, MITAGS has provided thousands of mariners an opportunity to hone their professional skills and been recognized for a range of offerings that include the Navigation Skills Assessment Program and the Workboat Academy Program. Most recently, the school and its advanced simulation capabilities have been at the center of research and program development for the rapidly growing offshore wind industry.

Due to the pandemic, instead of a retirement party, a private reception was held at MITAGS-MCC to wish Glen well and celebrate his years of service to Masters, Mates & Pilots and the maritime industry.

"Glen has personally dedicated his years on and off the job to maritime training, to the U.S. flag Merchant Marine and to Masters, Mates & Pilots," said MM&P President Don Marcus. "He is an expert in his field and has contributed more than his full measure of blood, sweat and tears to protecting and advancing our great institution."

The MATES Program trustees have chosen MITAGS Training Director Eric Friend to serve as executive director on an interim basis. "Eric has been running the Academic Division for several years and is involved in most major decisions," Paine said. "He is smart, dedicated, and respected by the trustees, students, and industry. He has all the attributes to take the school to the next level."

Paine's assistant, Diane Ford, has also retired. Paine called her "one of the unsung heroes of the MATES Program."

"She allowed me to successfully deal with the myriad of issues that comes with the executive director position," he said. "I literally could not have done my job without her, and I am deeply grateful that she decided to stay on until I retired."

"What I'm truly most proud of is the people working at MITAGS-MCC and the mission they continue to serve," Paine said.

In retirement, he will initially, be spending time sprucing up his home. After that, he said, he and his wife intend to travel.



Celebrating Glen Paine's achievements as he prepares to embark on his well-earned retirement are (left to right) MM&P International Representative Roger Lash, International Secretary-Treasurer Don Josberger, MITAGS Interim Director Eric Friend, MM&P President Don Marcus and Walt Megonigal, who has mentored a generation of students and instructors at the school.

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PENSIONERS

Douglas B. Adriance, shipping out of West Coast ports. He last sailed as third mate aboard the *Pasha Horizon Spirit*.

Khaled Alsayed, shipping out of Gulf ports. He last sailed for Central Gulf as third mate aboard the *Green Lake*.

James R. Dietz, shipping out of East Coast ports. He last sailed as second mate aboard the *Sealand Explorer*.

Daniel J. Doty, a Houston pilot, was formerly a member of the MM&P Offshore Membership Group.

Paul Robert Griffith, shipping out of East Coast ports. He last sailed for OMI Corp. aboard the *OMI Dynachem*.



John J. O'Boyle, shipping out of East Coast ports. He last sailed as master of the *Maersk Durban*.

Gregory S. Oelkers, shipping out of West Coast ports. He last sailed for MLL as master of the *Maersk Seletar*.

Peter J. Parise III, shipping out of East Coast ports. He last sailed as second mate aboard the *Pasha Horizon Spirit*.



Timothy R. Reinholdt, shipping out of East Coast ports. He sailed as master for Matson.

Russell E. Stewart, shipping out of East Coast ports. He last sailed for Patriot Contract Services as second mate aboard the *Adm. Wm. Callaghan*.

Craig R. Thomas, shipping out of East Coast ports. He last sailed for AHL as chief mate aboard the *King*.

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

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MM&P Health & Benefit, Vacation, Pension, JEC and IRA

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Southwest Marine Health, Benefit & Pension Trust

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Web: *www.mitags.org*

BWI Airport Shuttle

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1-866-900-3517 Ext. 0

MITAGS West

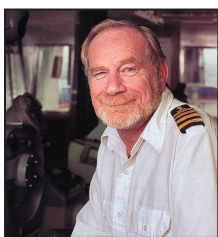
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Main: 206-239-9965
Toll-Free: 1-888-893-7829
Admissions: *admissions@mates.org*
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CROSS'D THE FINAL BAR

Jorge Arellano, 94, Nov. 8, 2021. A resident of New Orleans and a pensioner since 1993, he last sailed for Sealand Services aboard the *Sealand Expedition*. He loved attending festivals with family and taking breaks during mall walks for coffee and beignets with friends. He was a soccer fan and also enjoyed watching boxing and the Olympics. Survivors include his wife Martha, daughters Anna, Susan and Becky, and grandchildren Gabrielle, Nick, Cameron, Elizabeth and Rachel.

Derek J. Bender, 64, July 9, 2021. A resident of North Las Vegas and a pensioner since 2018, he last sailed for Matson Navigation aboard the *Matson Anchorage*.



Gene M. Cameron, 80, Oct. 9, 2021. A resident of Sun City Center, Fla., and a pensioner since 2000, he last sailed for CSX Lines as master of the *Sealand Expedition*. He served in the U.S. Army's Beach Reconnaissance Amphibious Team as a specialist with the 159th Transportation in Southeast Asia. He enjoyed retirement "on

the ranch of his dreams in sunny Florida" and is remembered as "a humble man whose exploits could fill an Ernest Hemingway novel or a Jimmy Buffet album." Survivors include his wife of 39 years, son and daughter, and a brother.



Vincent Cox, 78, Sept. 22, 2021. A resident of North Plains, Ore., and a pensioner since 2001, he last sailed for Puerto Rico Marine Management as chief mate aboard the *SS Humacao*. He enjoyed golf and cooking. He is remembered for his intelligence, quick wit, and use of

puns. Survivors include his son Carl, sister Charlotte and four grandchildren.

Charles Demers, 93, Sept. 3, 2021. A resident of Altamonte Springs, Fla., and a pensioner since 1993, he last sailed for Sealand Services aboard the *Sealand Expedition*.



Edward W. Gras, 85, Sept. 17, 2021. A resident of North Haledon, N.J., who lived in Boynton Beach, Fla., in the winter, Ed was a true snowbird. After graduating from Kings Point, he joined MM&P and sailed the world as captain. Later he became a union official, serving as MM&P Port Agent. After becoming a pensioner in 1989,

he maintained his ties to the American Merchant Marine, serving as an MM&P convention delegate, interacting with cadets at career fairs and serving as an expert witness in maritime cases. He was active with the Clifton Boys and Girls Club, and always remained in contact with friends and classmates. His hobbies included going

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Thomas Bernard Crawford, 70, Dec. 20, 2021. Born into a large family with a proud maritime history, Thomas began his career as a professional mariner at the age of 15. He joined Masters, Mates & Pilots in 1976, sailing as master aboard vessels that included the *RJ Pfeiffer*, the *President Monroe* and the *Mokihana*.

A man of many words, his insatiable curiosity drove him to pursue new passions at each stage of life. He loved birdwatching, music, sailing, gardening, composting, astronomy, food preservation, history, Greek mythology, and soccer. His brain was a sponge for all things new. He was an avid storyteller, taking all who listened on an experiential journey, infusing each story with an equal dose of wit and pragmatism.

Thomas was a brilliantly charismatic and captivating man. He loved people, he loved teaching, he loved his profession, and he adored his family.

Thomas was a fiercely loyal and generous friend. The loss of his presence is felt by many, and his legacy will be long-lasting. He is survived by his wife, children, and grandchildren Nathaniel, Maeve, Francis, and Maia.

"MM&P, Matson and the maritime community lost one of its very finest with the sudden passing of Captain Tom Crawford," said MM&P President Don Marcus. "Tom was a giant among us: a consummate professional, steadfast union brother and exceptional human being. His loss will be deeply felt by all who knew him and were touched by his warmth, wit, leadership and mentoring. Exacting, but at the same time understanding, he was for many of us the personification of an MM&P member and ship's master."



Thomas, or "TBC" as friends called him, died aboard his ship. "The ocean was his second home," his family said. Shipmates, family and friends held a celebration of his life aboard his vessel.



CROSS'D THE FINAL BAR

to the beach, attending doo-wop concerts, and collecting stamps. He was happiest, however, when spending time with his family, all of whom loved to hear his stories. "If it's worth a laugh, it's worth saying," he used to say. Survivors include his wife Lore, daughter Barbara Hilker and her husband Donald, son Edward R. Gras and his wife Kari, and six grandchildren.



David Neal Houghton, 57, Sept. 16, 2021. A surfer, sailor, diver and Caribbean charter captain who was born in Hawaii, he was destined to be on the water and spent years exploring the islands of the world. After he returned to San Francisco Bay and Tiburon in 2000, he operated the Angel Island Ferry, worked on tugs

for Westar, Golden Gate ferries and finally for Blue and Gold fleet on the Vallejo-San Francisco run. "Any day on the water is a good one," he used to say. He is survived by his sons Kaiden (Kai) Houghton and Taj Houghton, their mother Grayson Davis, his mother Nancy Barker Houghton, brothers Michael and Patrick Houghton and their families, aunts, uncles, cousins and friends. An enthusiastic supporter of the boys' schools and activities, he could build anything and he loved building sets for the great plays they produced.

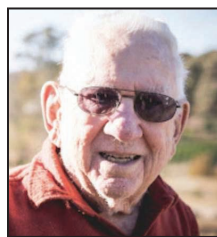
Harris Jensen, 84, Nov. 23, 2021. A resident of Allen, Texas, and a pensioner since 1987, he last sailed for Lykes Brothers Steamship Company aboard the *SS Amelia Lykes*.

Michael Melton, 75, Nov. 13, 2021. A resident of Virginia Beach, Va., and a pensioner since 2011, he last sailed for American President Lines aboard the *APL Korea*.

Manfred Osborn, 96, Aug. 27, 2021. A resident of Metairie, La., and a pensioner since 1985, he last sailed for Lykes Brothers Steamship Company aboard the *SS Thompson Lykes*.



Everett Page, 93, Oct. 29, 2021. A resident of Auburn, Wash., and a pensioner since 1989, he last sailed for American President Lines aboard the *SS President Madison*. He was dedicated to MM&P; as a pensioner, he rarely missed a membership meeting in the Seattle Union Hall.



Stephen Rathkopf, 91, Aug. 17, 2021.

A resident of Seattle, Wash., he became a pensioner in 1995. After graduating from Kings Point, he joined the Navy and was stationed in San Francisco, where he met his wife Shirley. They moved to Southern California and then to Palm City, Fla., where he managed a flower

farm. In 1968, he returned to sea, sailing as master of tankers for Keystone Shipping and ultimately being named a commodore of the Keystone fleet. He enjoyed sailing Hobie Cats, fiddling with the latest tech device, playing cribbage and relaxing at his boyhood cottage on Devil Lake, Ontario. Survivors include his children Jim, Carolyn, Charley and Ted; eight grandchildren; two great-grandchildren and his brother Daren.



Edward Snyder, 82, Sept. 18, 2021. A

resident of Spokane Valley, Wash., and a pensioner since 1999, he last sailed for Sealand Services aboard the *Sealand Voyager*. He is remembered for his love of hunting and camping with his family. He is survived by George Snyder, Eric Snyder, Lora Reynolds and five grandchildren.

Barker Story, 72, Sept. 13, 2021. A resident of New Orleans, La., and a pensioner since 2011, he last sailed for American President Lines aboard the *APL Philippines*.

Michael D. Stuhlsatz, 78, Oct. 4, 2021. A resident of Camino, Calif., and a pensioner since 1993, he last sailed for American President Lines as master of the *Franklin Roosevelt*.



Gunnar Tangen, 87, Oct. 19, 2021. A

native of Norway, his first voyage was to Africa and then on to New York at the age of 17. After serving in the Norwegian marines and attending the Norwegian Maritime Academy, he emigrated to the United States, where he became an officer in the American Merchant Marine. He last

sailed as captain of the *Sealand Atlantic*. After retiring, he spent endless hours on his sailboat, exploring Puget Sound with his wife, children and grandchildren. Survivors include his wife Sissel, two daughters, a son and seven grandchildren.



Gerald Thackham, 89, Sept. 20, 2021. A resident of New Port Richey, Fla., and a pensioner since 1993, he last sailed for Sealand Services aboard the *Sealand Integrity*.



Valerie Sue Verrecchio, March 4. A graduate of Mount de Sales Academy and the University of Baltimore, her career included healthcare and executive administration, including as the administrator of the MM&P Benefit Plans from 2001 to 2006. After more than a decade living in Portland, Ore., she returned home to Catonsville, Md., in 2020. A woman of strong, Catholic faith, active in her parish as a lector and marriage counselor, Val will be sorely missed by many, including her siblings Gina Leavey, Michelle Horodowicz, Louie Verrecchio and Ronnie Verrecchio; her son Brandon Johnston and her grandson Brandon, nieces, nephews and cousins.

Leroy A. Walrod, 78, Nov. 29, 2021. A resident of Eugene, Ore., and a pensioner since 2001, he was a member of the Northwest Marine Trust.



James "Jim" K. Wallin, 76, Dec. 22. A resident of Everett, Wash., he knew from an early age that he wanted to be a professional mariner. After serving four years as quartermaster in the U.S. Navy, he went on to work for 30 years as chief mate for the Alaska Marine Highway System. A lifelong mariner who enjoyed bowling and golf in his free time, he inspired those around him, in particular his sons Jason and Eric, to embark on maritime careers. He is survived by: Jason J. Wallin and his wife Peaches; Eric A. Wallin and his wife Jessica and their children Jonas and Holden; and his half-sister Karla Angell.

John S. Woodward, 73, Sept. 20, 2021. A resident of Freedom, N.H., and a pensioner since 2014, he last sailed for United States Lines aboard the *US Lines Astronaut*.

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)