

Vol. 59, No.4
Winter 2023



The Master, Mate & Pilot

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



The Master, Mate & Pilot

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Phone: (410) 850-8700
E-mail: communications@bridgedeck.org
Internet: www.bridgedeck.org

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About the Cover

MM&P officials, representatives and staff wish everyone happy holidays and a safe and healthy New Year!

— ORIGINAL COVER DESIGN BY
DONNA MCCORMICK

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FROM THE PRESIDENT

Thanks for Giving

Union Sisters & Brothers:

The holiday season is upon us. Masters, Mates & Pilots has much to be thankful for. Shipping has never been better in recent memory; Union operations and finances as well as our Benefit and Training Plans are on an even keel, and our membership is growing. Couple this with the fact that there is increased recognition in our government that the United States Merchant Marine is a key element of our supply chain, economy, and national defense, and we are in a strong position to face the challenges ahead.

Several events that I have attended this fall have engendered warm feelings of gratitude. The most recent was a historic event brought about by the selfless efforts of Captain Dru DiMattia and his colleagues at the American Merchant Marine Veterans (AMMV). For the first time, on November 11, 2023, at Arlington National Cemetery, a merchant marine contingent was allowed to participate in the Presidential wreath-laying ceremony honoring American war dead and veterans. Seeing the merchant marine flag and, almost unbelievably, a Union flag amongst the participating color guards was phenomenal—credit to the Seafarers International Union and their color guard for taking part in this fantastic and well-deserved, albeit shamefully delayed, recognition.

What is more, there were four World War II merchant marine veterans who laid the wreath for the merchant marine. They included our good friend Charlie Mills, a veteran not only of World War II, but also of the labor contests of the 1940s and '50s as a seafarer and then longtime official of the National Maritime Union. Also participating was MM&P's own member of over seventy years (fifty-one of which were at sea as an active member) Captain Peter ("Pete") Kurkimilis! Well known in our Union as an expert ship-handler and a captain who brooked no nonsense, Captain Pete was also an activist union member (who at one time was a pensioner trustee for our Plans) who demanded the most from his Union.

Captain Pete recounted his experiences and, like thousands of other merchant marine veterans of World War II, his courageous service, which started in 1942 when he was 15 years old, including a harrowing run to Murmansk and action on D-Day off Normandy. After his World War II service, he was slated to be drafted during the Korean War. Licensed at the time, Captain Kurkimilis decided his best choice was enlisting in the U.S. Navy. Accordingly, on arriving at the Navy recruiting center and



World War II veteran and MM&P member Captain Pete Kurkimilis, his son Steve, and MM&P President Don Marcus at Arlington National Cemetery on Veterans Day.

seeing a very long line to join the Navy and a line with only one volunteer to join the Marine Corps, Captain Pete decided to save time and join the Marine Corps! When his service in the Marine Corps during the Korean War was completed, he came back to MM&P, worked as a Panama Canal Pilot and for many years as a distinguished master with Sea-Land. Who could not be proud and humbled by being in the same Union ranks as a mariner and individualist like Captain Kurkimilis!

After laying the wreath honoring the unknown soldier and all of our war dead, President Biden gave what I thought was a wonderful speech, honoring the sacrifices made by the veterans themselves and their families. He recounted with pride his feelings for his own son, who served the country with distinction. The high point for me was President Biden's statement that:

"We're the only nation in the world—only nation in the world that's built on an idea. Every other nation is based on things like geography, ethnicity, religion. But we're the only nation built on the idea that we are all—all created equal, endowed by our Creator with certain unalienable rights."

We haven't always lived up to it, but because of our veterans, because of you, we've never walked away from it."

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From the President continued

The full speech may be read at the following link: <https://www.whitehouse.gov/briefing-room/speeches-remarks/2023/11/11/remarks-by-president-biden-at-a-veterans-day-wreath-laying-ceremony-arlington-va/>

The officials and representatives in this administration of MM&P will not relent in pursuing better workplaces and more secure futures for our members.

I feel the same sentiment about MM&P. As a union we haven't always lived up to our ideals—at one time we had a color-bar and a religious covenant—but we continue to follow our own Union constitutional mission as an organization that remains true to the finest trade union principles: *to better regulate our industry, protect the lives and property under our care, improve our economic status and elevate our character as men and women.*

Today as a union with numerous female masters and pilots who achieved the pinnacle of our profession and, more recently, with the first Cambodian-born and Philippine-born masters, Khamarin Sem and Chris Cruz respectively, in our ranks, as well as LGBTQ+ masters and mates in our ranks, we know that this diversity makes our union stronger. Collectively our diversity will suit us better in adapting to the challenges of the future in the same way that, as President Biden has pointed out, our country has always done.

It is impossible not to be grateful to our members past, present—and future. We will stay true to our mission. At the recent Senior Executives Meeting at the National Defense Transportation Association's conference in Orlando, the U.S. Transportation Command (USTRANSCOM), MARAD and MSC all expressed concern about mariners answering the call given the perilous state of world affairs. I am proud to say that our members continue to answer that call and do their jobs despite the often obvious and mindless hurdles certain employers place upon them. It should not be difficult to understand why certain companies have difficulty recruiting and retaining mariners aboard vessels with chronic

hours of work violations by watch-standing chief mates, absurd and heartless gangway-up orders that incarcerated our CIVMAR and CONMAR mariners aboard their vessels for months during the COVID pandemic while government contractors, and service members could come and go at will aboard the same vessels, and the blatant hypocrisy of certain employers wondering why they cannot obtain young mariners when these same employers refuse point blank to obtain the "StarLink" network or other internet coverage.

While we work collectively to improve these unsatisfactory conditions, all of us at MM&P, especially our pensioners, appreciate that our members are aware of what their duty is and will deliver. Further, the officials and representatives in this administration of MM&P will not relent in pursuing better workplaces and more secure futures for our members.

It is a fact that our government is waking up to the reality of the insufficiency of our present-day merchant marine to support our economic and military needs. The building of five National Security Multi-Mission vessels for the State Academies and the establishment of the Tanker Security Program to bring an initial ten U.S. flag tankers into the program are true commitments. Of course, much more is needed. Every thinking person in the industry has been crying out for decades for the development and support of a true national maritime policy. Such a program needs to encompass training, shipbuilding, cargo preference, bilateral trade or export quota requirements and tax policy if we are to build the kind of national industry that was the product of the Merchant Marine Act of 1916 when the country was on the verge of joining the Allies in the First World War and the Merchant Marine Act of 1936 when storm clouds were once again brewing. Today, world peace is not assured. Relying on non-U.S. flagged ships to carry our trade or to provide logistical support to our military is not a viable option.

Every thinking person in the industry has been crying out for decades for the development and support of a true national maritime policy.

Finally, three of our other officials and I had the honor of attending the recent Nautilus International and Nautilus Federation General Meetings in Liverpool, England. Nautilus International is the UK-Dutch-Swiss Union that represents licensed officers: Deck, Engine and Electronics in one unified organization. The Nautilus Federation is a group of 22 different national unions, of which MM&P is one, that work together primarily in areas of international regulation and advocacy for improved working conditions for mariners.

These conferences have been held every four years, and this year was the first time I came away with the feeling that U.S. mariners are better off than their European or other first-world counterparts. The sad fact is that the flag of convenience (“FOC”) system has effectively wiped-out national flags in former maritime nations as American mariners understand national flags. A look at the Red Duster on the stern of a British ship or the Dutch or Norwegian ensigns flying aboard vessels from those countries belies the fact that very few citizen-mariners can be found aboard internationally trading vessels registered in those countries. The flags may have survived due to national tax or shipping legislation intended to facilitate effective competition with FOC vessels, but citizen-mariners are becoming increasingly rare. Terms and conditions that lack the financial incentive to ship out as compared to working ashore, an increasingly austere and isolating lifestyle aboard ship, and competition from non-domiciled mariners working aboard their same ships make the future look increasingly difficult.

The saddest example was a description of British shipping/tax legislation that incentivized the training of UK citizen cadets. This was hailed as a step in the right direction and did lead to the training of substantially more cadets. The problem is that this same legislation did not require these same companies to hire cadets after training them. So, upon receiving their credentials they often go straight into competition with non-domiciled, non-citizen nationals from other countries who are much more willing to work for less as the cost of living in their homeland is much less! Further, a UK mariner, who may be the only UK citizen working aboard a UK flag ship, must find the experience very isolating and one not likely to be repeated! In addition, the outrageous firing of some 800

UK union mariners by P&O Ferries makes it clear that our UK colleagues and Union Brothers and Sisters elsewhere have major challenges of their own.

Discussion about U.S. flag second registries or easing the citizenship requirements for U.S. mariners are hills upon which U.S. maritime labor will not surrender.

Considering the international reality, discussion about U.S. flag second registries or easing the citizenship requirements for U.S. mariners are hills upon which U.S. maritime labor will not surrender. To do so would be death by a thousand cuts. The self-interested former Crowley Maritime official at the Hudson Institute advocating for a second registry, like the con-artist who runs the FOC registry of Dominica, a fly-by-night training school in Massachusetts and who was advocating for a Virgin Islands registry, should ply their trade elsewhere. Whatever divisions there may be in our country, the U.S. flag must always be served by U.S. citizens if it is to remain flying.

Our country is grateful to our veterans and will remain reliant on our own citizens. If this basic principle is discarded, it is time for a new national experiment. So, at this time of Thanksgiving, we, as U.S. citizens and MM&P members have a great deal to be thankful for. As ever, we must be willing to make sacrifices and fight to uphold the ideals that unite us—just as Captain Pete Kurkimilis and thousands of others have done before us.

Best wishes to you and your families over the holidays!

Don Marcus
International President

Celebrating the Life of Captain George Quick



He was a brilliant thinker and strategist, with an unparalleled knowledge of the maritime industry.

Officials of Masters, Mates & Pilots and the International Transport Workers' Federation, MM&P pilots and other distinguished guests joined the family of Captain George Quick at MITAGS in October for a celebration of his life and achievements.

Quick, who died on July 11 at the age of 93, was a tireless advocate for mariners' rights who served as vice president of the MM&P Pilot Membership Group for more than 40 years, after being elected by the union's

pilot members to head the group for nine consecutive, four-year terms.

The celebration of life was co-hosted by American Pilots' Association President Jorge Viso, Association of Maryland Pilots President Eric Nielsen, and MM&P Pilots Group Vice President Kip Carlson.

"Over these years there has been no stronger, more knowledgeable, or more effective advocate for pilots in this country than Captain George Quick," said MM&P President Don Marcus.

In parallel with his work on behalf of pilots, Quick participated in International Maritime Organization proceedings for more than five decades, contributing to the drafting of instruments, resolutions, and standards that improved the working conditions of seafarers around the globe.

A number of participants in the Celebration of Life had worked alongside him in national and international forums, including as part of the International Transport Workers' Federation delegation to the IMO.



"George could speak on any subject, from autonomous ships to the Ottoman Empire," said Kip Carlson.

They included ITF Seafarers' Section Chair Dave Heindel, who is also president of the Seafarers International Union, Branko Berlan of the ITF in London, and Odd Malterud of the Norwegian Union of Marine Engineers in Oslo.

"He was an icon in the world of piloting," said APA President Jorge Viso.

Also present were two of his longtime associates and friends from the U.S. Coast Guard: USCG Director of Commercial Regulations & Standards Jeff Lantz, who leads the U.S. delegation to the IMO; and Chief of the USCG Office of Merchant Marine Credentials Mayte Medina, who chairs the IMO's Maritime Safety Committee, which operates in a critical area of interest for maritime labor.

"It is a measure of the universal respect for George that such a distinguished group has gathered here at MITAGS to pay their respects and share their recollections of our irreplaceable friend," Marcus said.

"All of us who knew George and had the honor of working with him were in awe of his expansive, brilliant mind, his modest, diplomatic manner, his wry humor and engaging personality."



"On behalf of all the pilots, we can't say enough good things about George," said Tim Ferrie. "When he came up to the podium at an APA convention, you could hear a pin drop."

“He was an icon in the world of piloting,” said APA President Jorge Viso. “Always a kind word and the time to talk to you.”

“He’ll long be remembered throughout the maritime industry, both domestically and abroad,” said Maryland Pilots Association President Eric Nielsen.

Quick, who was an MM&P member for over 70 years, was a graduate of the U.S. Merchant Marine Academy at Kings Point and the University of Baltimore Law School. He entered the Association of Maryland Pilots training program in 1956 and then

began sailing as a licensed Maryland pilot, a career he pursued for decades. He served as president of the Association of Maryland Pilots from 1969 to 1983, and as vice president of the American Pilots’ Association from 1972 to 1986.

“He implemented many positive changes at the Association of Maryland Pilots,” said AMP President Eric Nielsen, “including ending the practice of taking people from all walks of life in favor of only maritime academy graduates. His decision to join the Maryland Pilot Rate Committee turned out to be important to all pilots around the country.”

“He’ll long be remembered throughout the maritime industry, both domestically and abroad,” said Maryland Pilot Brian Hope.

“George had a seabag full of knowledge that he shared with a lot of people,” said ITF Seafarers’ Section Chair Dave Heindel. “He was humble. He never really put himself out there. He just buckled down and did the work.”



“He had a memory the size of an elephant,” said Mayte Medina. “I learned a lot from him on a personal level and a professional level. I will always call him a mentor.”



Pilots Kristi Taylor and John Traut were among those who paid their respects.



Members of George’s family at the Celebration of Life. (Left to right) Samantha Quick, Lila Kenny, Olivia Kenny, Krista Kenny, Stephen Kenny, Tia Quick White, and Captain Eric Quick.

NEWS BRIEFS (CONTINUED)

TS Empire State VII Arrives at SUNY Maritime

SUNY Maritime College has welcomed *Empire State VII*, the new training ship that now serves as a modern instructional platform for Maritime College cadets. The vessel arrived at Olivet Pier on Monday Sept. 18, accompanied by much fanfare and a parade of ships.

The *Empire State VII* is the first of five National Security Multi-Mission Vessels destined for the state maritime academies. The ships are designed to serve a dual purpose: supporting merchant mariner education and assisting with humanitarian/disaster relief in times of national emergency. In a statement, the school called the ship's arrival "a milestone event for Maritime College and the maritime industry."

"This is an exciting day for Maritime College as we welcome the *Empire State VII* to its home port," said the college's president, Michael Alfultis. "This state-of-the-art training vessel will provide our cadets the most advanced technology in the shipping and maritime industry, and ensure they are prepared to operate and maintain vessels as licensed deck officers and engineers."

"We appreciate the National Security Multi-Mission Vessel Program's bipartisan support for the state maritime academies. We also appreciate the support of New York Governor Kathy Hochul and SUNY Chancellor John B. King."

Each NSMV features a modern hospital facility and a helicopter pad and can accommodate up to 1,000 people in times of humanitarian need.



MM&P Secretary-Treasurer Don Josberger with longtime MM&P member Morgan McManus, master of the SUNY training ship. Both men are graduates of SUNY Maritime. McManus was appointed captain of *TS Empire State VI* in 2019.



Maritime Administrator Ann C. Phillips and SUNY College President Michael Alfultis display the charter of the new training ship.



Empire State VII is the first of the five new training ships destined for the maritime academies.



SUNY midshipmen toss their "covers" into the air at the end of the License Recognition ceremony. The arrival of the new training ship gave special significance to the occasion.

Secretary of the Navy Carlos Del Toro Calls for New Strategy “To Recapitalize U.S. Maritime Power”

Secretary of the Navy Carlos Del Toro is calling for a new maritime strategy to meet heightened global competition. He told defense and security experts in a Sept. 26 speech at Harvard’s John F. Kennedy School of Government that the U.S. must build “naval diplomacy” and “a maritime statecraft” to respond to rapid change.

Among the many challenges facing our country, Del Toro listed competition over the industrialization of the oceans, the need to “re-define territorial waters and economic exclusive zones as sea levels rise,” and China’s rapid expansion.

“History proves that... there has never been a great naval power that wasn’t also a maritime power, a commercial shipbuilding power, and a global shipping power.”

“In the 20 years since I left active duty, the People’s Republic of China’s Navy has tripled in size and is on pace to have over 400

naval warships by 2030,” Del Toro said. “The PRC is today the world’s largest builder of commercial, ocean-going ships, with over forty percent of the global market being built in Chinese shipyards. History proves that, in the long run, there has never been a great naval power that wasn’t also a maritime power—a commercial shipbuilding and global shipping power.”

He said the U.S. must respond with a “bold new maritime statecraft... founded on a strong Navy and Marine Corps to fulfill our national security interests... [that is] equally strong on engagement in areas of economic development, trade, and climate diplomacy.”

He called for invigorating U.S. shipbuilding; building coalitions with other maritime nations; and more emphasis on maritime education and training.

“Like President Kennedy,” he said, “my time as a naval officer and now as Secretary of the Navy has been defined by a deep appreciation for and personal commitment to the ‘power of naval diplomacy’ to make the world a more free, democratic, and prosperous place for all to benefit.”

“We must renew our commitment to recapitalizing national maritime power. Your Department of the Navy is at flank speed on this journey, and I ask you to join us.”

MM&P Celebrates Two Record-Setting Ship Masters

MM&P congratulates Captain Chris Cruz and Captain Khamarin Sem. Each is celebrating an important “first.” Chris Cruz is the first Filipino American master to sail with MM&P; Khamarin Sem is MM&P’s first Cambodian American master.



Captain Chris Cruz, MM&P’s first Filipino American master, with MM&P President Don Marcus in Wilmington, Calif., earlier this year. Cruz was at the conn of the *MV Liberty Power* when it was first commissioned and arrived at the port of Wilmington.



Captain Khamarin Sem, MM&P’s first Cambodian American master, in Singapore with fellow members of the crew of the *MV Kamokuiki*. (Left to right) Second Mate Derek Horist, Third Mate Flora Van Der Schoot, Captain Khamarin Sem, and Chief Mate Robert Abbott.

NEWS BRIEFS (CONTINUED)

Crew of *USACE Yaquina* Pulls Drowning Woman From Columbia River

The crew of *USACE Yaquina* saved a woman who had been swept into the Columbia River on Aug. 24.

“*Yaquina* responded to a person in the water struggling to stay afloat and crying for help,” reported Captain Jane E. Favors. “The crew deployed the fast rescue boat, pulled the victim out of the water, and provided medical assistance.”

The victim was hypothermic: her skin was pale, her lips were blue, she was stuttering, and struggling to communicate. She said she had been swept into the water while walking on a sand bar. When asked how long she had been in the water, she responded, “a very long time.”

After providing care and coordinating with the Coast Guard and 911, the crew carried her onto the launch and transported her to Steamboat Landing Park Boat Dock in Washougal, Wash., where she was transferred to an ambulance.

The captain provided the following timeline:

13:59 – Boatswain Brian Marshall and AB deckhand/mechanic Tanner Ensworth were standing at the launch davit control station on deck when they heard a faint yell, and then a more discernible “help” coming from the water. They spotted a person who was being swept down river by strong wind and currents approximately a quarter mile from the ship. Marshall reported to the bridge that there was a man overboard off *Yaquina*’s STBD quarter. The captain was on the bridge and confirmed the sighting.

14:00 – Bridge watch team rings MOB on the general alarm, ship’s whistle, and ship’s corps radio. All personnel report to their MOB station bill assignments. Fast rescue boat prepared for launch. “Two minutes later, fast rescue boat is away with small craft operator/coxswain Craig Wilson and deckhand Tanner Ensworth,” Favors said. “Ship’s crew on the golf course deck kept a visual on the person in the water and directed the rescue boat to position.”

At 14:05, Wilson pulled the woman into the boat, where she was covered in blankets.

At 14:08, the rescue boat was back onboard, and the victim had been carried to the ship’s hospital, where care for hypothermia was started.

At 14:45, the victim was carried to the launch, which was crewed by Ensworth, Wilson, Third Mate Aslyn Fisher, chief steward Faith St. John, and electronics tech Brian Campbell.

At 15:00, the launch arrived at the dock, where EMTs and the Coast Guard were waiting.

By 15:28, the launch was back onboard, and the vessel continued normal operations.

Every member of the crew was key to the success of the rescue, the captain said. Besides those listed above, they include:

- Assistant/Acting Master Erich Krueck;
- Second Mate Michael Morrissey, who served as on-scene leader, led the medical assessment, and dealt with GW;
- Third Mate Bridge Team Austin Wittman, conning officer during rescue;
- Second Mate Bridge Team Chris Ochs, lookout, communications and assist conning officer during rescue;
- Third Mate Logan Conlan, lookout, spotting victim and tracking until rescue boat pick-up; and
- the entire engineering department, led by Chief Engineer Eric Risheim, 1st AE Tom Martincello, 2nd AE Michael Lange, 3rd AE Matt Carlsen, MERO Jake Moreland, and chief electrician Keith Ashby.
- Cook Samantha Orem provided medical assistance to the victim.

“The entire crew was part of this rescue, and they all deserve acknowledgment for their efforts,” Favors said. “The response by all hands was outstanding.”

“Kudos to the *Yaquina* team for saving a human life,” said MM&P Federal Employees Membership Group Representative Randi Ciszewski.



The crew of *USACE Yaquina* rescued a drowning woman on the Columbia River in August. The MM&P mates aboard the vessel at the time were Acting Master Erich Krueck, Third Mate Austin Wittmann, Third Mate Logan Conlan, Second Mate Chris Ochs, Second Mate Michael Morrissey, and Third Mate Aslyn Fisher.



U.S.-Flag Coalition Comes Out in Force in Support of Cargo Preference

Supporters of the American Merchant Marine and America's farmers came together in Longview, Wash., in August to demonstrate their support for cargo preference and the Food for Peace Program.

MM&P Pacific Maritime Region Vice President Dan Twohig and PMR Regional Representative Nick Sorber were among those who attended.

"Food for Peace has provided wholesome American-grown commodities to feed those in need across the globe for the past 70 years," the organizers said in a statement. "American farmers, port workers, longshoremen, and mariners sailing under the U.S. flag are proud of their role in combating world hunger through the support and execution of this life-saving program."

Speakers discussed a bill—the American Farmers Feed the World Act of 2023—that would ensure U.S. taxpayer dollars are directed towards purchasing food from domestic sources.

Commodities transported aboard U.S.-flag ships benefit people in need around the world, MM&P Vice President Dan Twohig said.



Twohig, Jeff Duncan (MEBA), Stephanie Bowman (Governor Inslee's maritime industries director) and Dan McKisson (ILWU) at the cargo preference demonstration in Longview.

Sea Dart II Offers Young Mariners New Learning Experiences

MM&P members Chelsea Patterson and James Zatwarnicki at the first-ever Sea Dart II dinner. Sea Dart II is a non-profit that maintains the historic former U.S. Army T-boat *Sea Dart II*, while at the same time promoting maritime education and leadership skills for sea scouts. Its mission is to engage and inspire young adults in the fields of environmental responsibility, engineering, and maritime education. Zatwarnicki, who is president of the Sea Dart II Board of Directors, organized the event. To find out more: www.ship228.com.



NEWS BRIEFS (CONTINUED)

MM&P Salutes James T. Brady, Who Rescued Thousands in 1975



James T. Brady Jr. and MM&P Secretary-Treasurer Don Josberger at MM&P headquarters. Brady presented the union with memorabilia that chronicles his father's role in the heroic evacuation of 17,000 refugees from Cam Ranh Bay at the end of the Vietnam War. The elder Brady sailed as an MM&P licensed deck officer on all types of cargo vessels starting in 1942. In 1975, when the rescue took place, he was sailing as chief officer aboard the breakbulk cargo ship *SS Pioneer Contractor*.

MM&P Secretary-Treasurer Don Josberger spent time at MM&P headquarters in November with James T. Brady Jr., the son of a longtime MM&P member who distinguished himself during the Vietnam War with an act of heroism that earned him a letter of citation from the president of United States Lines.

"My dad was a Merchant Marine during World War II, and he had two ships sunk, one in the North Atlantic and one in the Pacific," the younger Brady told Josberger. "He also delivered equipment during Korea and Viet Nam."

"His citation was for his ship, the *SS Pioneer Contractor*, and his fellow four other ships evacuating some 84,000 Vietnamese to safety."

"He and his crew evacuated around 17,000 alone. I'm sure you can imagine how crowded that ship was with 17,000 civilians on it."

In an official citation, E.J. Heine Jr., the president of United States Lines, wrote: "Thousands upon thousands of fear-stricken South Vietnamese were seeking refuge from the on-rushing Vietcong and North Vietnamese armies, and it was the American Merchant Marine which responded and provided the avenue of rescue and relief for these poor unfortunate people."

"No concern for personal safety was expressed by the officers or crew of the merchant vessels which responded to this great effort with compassion and mercy."

"You have brought credit to the American Merchant Marine in the highest tradition of this great fourth arm of U.S. defense," he told Brady. "To say that we are proud of you is an understatement. You have our undying respect and admiration and that of the entire U.S. Lines organization for your heroic, unselfish, charitable humanitarian effort which you rendered..."

"I am proud to be associated with you. This Company and this Country owe you a debt of gratitude."

MM&P has honored James T. Brady by displaying the painting and the citation at headquarters.

Offshore Familiarization Course in Seattle Hall



The Offshore Familiarization Course was held in the MM&P Seattle Hall over a two-day period, Nov. 1–2. (Front row, left to right) MM&P Pacific Ports Vice President J. Lars Turner, Robert Foland, Scott Pistori, Mykola "Nick" Smirnov, and Sila Thielke; (back row) Garth Lenz (hat) Trentin Prather, James Kuijper, and Pacific Ports Coast Agent Melany Skippen.

Shaver Transportation Christens New Tug



MM&P members and friends toured the new tug before the christening. (Left to right) Nick Sorber, Julie Sorber, Dan Twohig, Mary Beth Twohig, Justin Peterson (MM&P convention delegate), Emily Peterson, Riley Gill, and Kasee Harris. "The Shaver family has built a strong business that provides excellent opportunities for its MM&P workforce," Twohig says.



Shaver Transportation's new flagship tug *Shaver* is an 80 foot, 5000 HP, ship-assist tractor tug with 140,000 lbs. of bollard pull. "This namesake vessel is the pride of the fleet and a commitment to continued innovation and new construction," says Captain Steve Shaver, the sixth member of the family to lead the company since it was founded in 1880.

Sen. Tim Kaine To Launch Study Committee on Ways To Grow U.S. Fleet

Sen. Tim Kaine (D-Va.) says he will launch a study committee in Congress on strategies to strengthen the U.S.-flag fleet. He discussed the need for a larger, stronger domestic fleet at the November meeting of the Hampton Roads Ports Maritime Council, where he spoke with MM&P Federal Employees Membership Group Vice President David Gommo.

In his conversation with the senator, Gommo underlined the need for a comprehensive federal maritime strategy that includes manning, training, and domestic shipbuilding, in particular to assist the military.

Representatives of nine unions posed questions to Kaine and another Virginia Democrat, Rep. Bobby Scott. Topics of discussion included the need for stronger support for labor/company apprenticeship programs, revamping federal labor law, and continuing support for infrastructure. The meeting was organized by the AFL-CIO Maritime Trades Department and held at the Seafarers International Union Norfolk Hall.



MM&P FEMG Vice President David Gommo speaking with Sen. Tim Kaine at the Hampton Roads Ports Maritime Council meeting in November.

NEWS BRIEFS (CONTINUED)

Connecting With Midshipmen at Career Fairs



“It was great to return to my alma mater to represent MM&P at the job fair,” said Elizabeth Livi. “I enjoyed being able to talk to the midshipmen about one of their best post-graduation career options. I emphasized the flexibility and diversity that joining MM&P provides for one’s shipping career and the benefits of being part of the union.”



Tom Sullivan, Kate Rastallis, and Fred Holm manned the MM&P booth at the Massachusetts Maritime Academy Career Fair, which is held each fall and spring.

PHOTO CREDIT: MASS MARITIME



MV Mahimahi Crew Teams Up With SF Bar Pilots To Rescue Man Overboard

The crew of the *MV Mahimahi* worked with the SF Bar Pilots and the Coast Guard to rescue a man who had fallen overboard on Oct. 18 in the main San Francisco ship channel. The Matson containership was departing Oakland, bound for Long Beach under pilot, and had just cleared the Golden Gate Bridge when the crew received a report on VHF from VTS San Francisco of a man in the water within two miles of its position.

“The sun was setting quickly, and it was important to find the man prior to nightfall,” said *Mahimahi* Master Eric Fortin.

“With a following current, approximately 1.5 kt, and a draft constraint to stay in or just outside the main ship channel, we decided it would be difficult to slow or stop to retrieve the man. Fortunately, the pilot boat *Drake* was in service at the SF sea buoy offshore and we summoned this vessel to make the prospective rescue.”

“As the pilot boat was making its maximum speed to reach us, we were able to slow and maneuver to the reported overboard position. We had the advantage of having most of the deck department still on duty and the engine room manned for maneuvering.”

“The third mate sighted the man from the port bridge wing, and we were able to cast two lighted ring buoys. The man in the water was able to get to one quickly and the pilot boat *Drake* was able to recover him safely.”

“This was a successful rescue in concert with the SF pilots, the pilot boat *Drake*, the VTS and the USCG,” Fortin said. “There was a USCG helicopter on the scene and after the man was on board the *Drake*, he was airlifted by the helicopter.”

“This man was very fortunate to be found prior to nightfall,” the captain added. “By the time the *Drake* recovered him, twilight had ended.”



Mahimahi deck officers (left to right) Deck Cadet Blake Litz, Third Mate Goody Walowit, Chief Mate Ben Moore, Captain Eric Fortin, and Second Mate Blake Helmke.

Free, Confidential Counseling for MM&P Members and Families

MM&P offers members *free, confidential* counseling through its Employee Assistance Program (EAP). The EAP is offered by TELUS, formerly Lifeworks.

MM&P members *and their families* can get free, confidential counseling by calling 877-234-5151 or 888-732-9020 (for Spanish speakers). If you are asked for your organization or employer, just say “Masters, Mates & Pilots.” Calls can be made from anywhere in the world.

You can also connect with a counselor by downloading the TELUS app and logging in with the username MMP and the password 5100. The TELUS site offers free access to a robust collection of online resources. Whether it’s financial problems, marital issues, sickness, work-related stress, gambling problems, eating disorders, burnout—or something different—there are free resources available to you.

Getting on a ship? When you download the TELUS app, no matter where you are, you have access to free podcasts, guided meditations, budgeting tools, parenting tools, self-care tips, communication tools, and lots, lots more.

In distress and want to talk to a counselor immediately? Tell the person that answers the call that you do not want to wait for an appointment/that you need to talk to someone NOW.



Great Lakes Towing Buys Former Cleveland Fireboat

Great Lakes Towing Company has purchased the fireboat *Anthony J. Celebrezze*, which was formerly owned by the city of Cleveland.

GLT said the acquisition is intended to provide it with a platform to use in responding to a shipboard or a shoreside fire, particularly in ports where a high volume of winter ship repair work is performed. The fireboat could also be used to respond to a fire aboard an underway vessel.

The 61-foot *Celebrezze* is a twin-screw, 600 HP tug, equipped with two fire pumps and five monitors, which can provide a total of 6,000 gallons/minute of off-ship firefighting capacity.

Great Lakes Shipyard, a division of GLT, has provided drydocking, maintenance, and repair services to the vessel for decades, and is very familiar with its systems and operation.

In early 2022, GLT signed an exclusive agreement with Resolve Marine to provide OPA 90 salvage and marine firefighting services in U.S. Coast Guard District 9. The arrangement ensures continuity of service for all Resolve Marine clients and other ship operators in the ports of Buffalo, Detroit, Lake Michigan, Sault Ste. Marie, and Duluth.

As part of the agreement with Resolve Marine, the company stores a 20-foot container loaded with firefighting and dewatering pump systems at its Great Lakes Shipyard facilities in Cleveland. The container can be loaded aboard any tug for mobilization.

The *Celebrezze*, which was named after Cleveland's 49th mayor, was built in 1961 by Paasch Marine in Erie, Pa. It has been a valuable resource for the Cleveland Fire Department over the years, serving as a base for the dive team, facilitating firefighting operations along the river and on the lake front, and supplying water to companies working on the shoreline.



Two fire pumps aboard the *Anthony J. Celebrezze* can provide a total of 6,000 gallons/minute of off-ship firefighting capacity.

New USCG Guidance on SASH Law Compliance for Ship Operators

The Coast Guard has released additional guidance on vessel operator compliance with legal changes enacted to address sexual assault and sexual harassment under The James M. Inhofe National Defense Authorization Act for Fiscal Year 2023.

The guidance covers surveillance systems, crew training, reporting, and master key controls on select vessels. An MSIB released on Nov. 14 gives an overview of the new guidance. The following four policy documents, which are easily accessible online, provide additional information.

- CG-CVC Policy Letter 23-04 covers the statutory requirement for merchant vessels over 100 gross tons to post information regarding prohibitions on sexual assault and sexual harassment.
- CG-CVC Policy Letter 23-05 covers the statutory requirement for certain vessels (including vessels with overnight accommodations for 10 or more persons on seagoing voyages of 600 or more miles) to install and maintain video and audio surveillance systems.
- CG-CVC Policy Letter 23-06 covers the statutory requirement for inspected vessels to establish a master key control system.
- CVC-WI-004(3) is a work instruction on flag state interpretations of the ISM Code to address the statutory requirement to report harassment, sexual harassment, and sexual assault.

The Coast Guard said it is reviewing these statutory requirements to determine whether further regulatory action is needed.



Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Board of Trustees Meetings

The last scheduled meetings of the Board of Trustees for 2023 took place Oct. 19-20, 2023. In the next issue of the magazine, I will provide you with a brief overview of the highlights. The Trustees have scheduled their 2024 meeting dates as follows: March 5-6, June 4-5, and October 16-17.

Vacation Plan

Last Day for Processing Vacation and PRO Payments

The Plan Office received approval to close the year-end Internal Revenue Service and company reports and to process Vacation and PRO payments for 2023 no later than Monday, Dec. 18, 2023, at 3:30 p.m. EST. All requests for 2023 Vacation and PRO payments received after this date and time will be held until Jan. 3, 2024, for processing and will therefore be taxable in 2024.

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

Health & Benefit Plan

Annual Open Enrollment November and December 2023

The Health & Benefit Plan will have an Open Enrollment from Nov. 1, 2023, to Dec. 31, 2023, for coverage effective Jan. 1, 2024. The Plan Office has mailed a Notice of Open Enrollment to eligible participants under the Plan.

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

Along with the Open Enrollment Notice, the Plan is required to provide you with a Summary of Benefits and Coverage Form (SBC). The format of the SBC, including some of the examples, is required by federal law and is only a summary of Plan benefits. Therefore, the summary may not describe all the benefits available to you. Please refer to your Summary Plan Description for additional information about your benefits.

If you have not received this information in your mailbox, and you would like to add a dependent, please call the Health & Benefit Plan Office and speak to a benefit advisor at 410-850-8500.

2024-25 Offshore Scholarship Applications

Eligible dependent children of eligible Offshore members and co-pay pensioners in good standing are reminded to request an application for the scholarship program. Applicants must be high school seniors during the 2023-24 school year. Completed applications must be returned to the Plan Office by Nov. 30, 2023. For more information, contact Madeline Petrelli at the Plan Office at mpetrelli@mmppplans.com or 410-850-8615.

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

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

Please note that the rules of the Plan state that these pensioners/dependents will also be presumed to exceed the earnings limitations for the following year unless they can demonstrate otherwise in writing. The Plan may request information such as copies of the federal income tax statement to verify that these pensioners/dependents have not exceeded the earnings limitations. If this information is not provided, the rules require the Plan to suspend benefits to these pensioners/dependents.

Masters, Mates & Pilots Plans

Increase in Pensioner Earnings Limitation for Health Coverage

As provided for in the Health & Benefit Rules and Regulations, the pensioner annual earnings limitation effective Jan. 1, 2024, will increase from \$44,000 to \$45,000. Effective Jan. 1, 2024, 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 \$45,000 without losing their health coverage under the Plan.

Please note: Pensioners and/or their dependents with less than 20 years of pension credit are subject to the Social Security limit of \$22,320. Pensioners and/or dependents who are under 65 should have already received their annual Earnings Limitation letter. They are reminded to complete and return the letter to the Plan. If you have any questions, please contact the Plan Office.

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

Franklin Davis
Ray Friis*
Joanne Gray*
Richard Mercer*
Michael Mullins*
Julius Perkins
William Skagen*
Susan Vanhorne*
Ruby Weimer

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

Plan Amendments

AMENDMENT NO. 161 TO THE M.M.& P. HEALTH AND BENEFIT PLAN RULES AND REGULATIONS

The following provisions of the Rules and Regulations are amended as follows:

- Effective October 19, 2023, Article I (Definitions), Section 41 (No Surprises Services) shall be amended by adding at the end the following new sentence:** For purposes of determining whether a Non-contracted non-emergency service performed by a Non-contracted provider at a Contracted Health Care Facility is a No Surprises Service, such provider shall be treated as failing to comply, with respect to such service, with federal Notice and Consent requirements, as defined in Article I, Section 42, if such provider does not submit to the Plan written documentation of Consent as described in such Section 42 not later than 90 days after the Plan's receipt of the claim for such service, or such longer period of time as the Trustees or their designee may, in their discretion, determine.
- Effective May 10, 2023, Article IV (Benefit Provisions), Section 2 (Covered Charges), subsection B shall be amended to read as follows:**
 - Charges made by a Physician for professional services (including, effective May 10, 2023 through December 31, 2024, or such later time as the Trustees may otherwise determine, telehealth services); or

AMENDMENT NO. 11 TO THE M.M.& P. PENSION PLAN RULES AND REGULATIONS

Effective June 6, 2023, the following provisions of the Rules and Regulations are amended as follows:

- Article V (Participant and Spouse Pension and Benefits to Survivors), Section 5.02 (Participant and Spouse Pension at Retirement), subsection (e)(1) shall be amended to read as follows:**
 - The Participant files the waiver in writing in such form as the Trustees may prescribe, and the Participant's Spouse acknowledges the effect of the waiver and consents to it in writing, witnessed by a notary public, or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium); or

2. **Article V (Participant and Spouse Pension and Benefits to Survivors), Section 5.04 (Pre-retirement Surviving Spouse Pension - Before Age 55), subsection (f) shall be amended to read as follows:**

- (f) An under age 55 Participant may reject the 50% Pre-retirement Surviving Spouse Pension coverage and elect instead the 60-Month Guarantee, as provided for in Section 5.03(b), to be payable in the event of the Participant's death. Such rejection and election shall be valid only if the Participant files in writing in such form as the Trustees may prescribe, and the Participant's Spouse acknowledges the effect of the alternate benefit form, and specific Beneficiary (if applicable), and consents to it in writing, witnessed by a notary public or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).

3. **Article V (Participant and Spouse Pension and Benefits to Survivors), Section 5.05 (Pre-retirement Surviving Spouse Pension - After Age 55), subsection (d) shall be amended to read as follows:**

- (d) An age 55 or older Participant may reject the 100% or 50% Pre-retirement Surviving Spouse Pension coverage and elect instead the 60-Month Guarantee, as provided for in Section 5.03(b), to be payable in the event of the Employee's death. Such rejection and election shall be valid only if the Participant files in writing in such form as the Trustees may prescribe, and the Participant's Spouse acknowledges the effect of the waiver and consents to it in writing, witnessed by a notary public or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).

4. **Article VI (Applications, Benefit Payments, and Retirement), Section 6.15 (Non-Assignment of Benefits), the final paragraph of subsection (c) shall be amended to read as follows:**

The spouse's consent must be in writing and witnessed by a Plan representative or notary public (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium). No consent shall be required if it has been established to the satisfaction of the Plan representative that there is no spouse, the spouse cannot be located or because of other circumstances that may be prescribed in Treasury Regulations.

AMENDMENT NO. 7 TO THE
M.M.& P. ADJUSTABLE PENSION PLAN
RULES AND REGULATIONS

Effective June 6, 2023, the following provisions of the Rules and Regulations are amended as follows:

1. **Article VI (Forms of Benefit), Section 6.05 (Election Information), the final sentence shall be amended to read as follows:** No rejection shall be effective unless the Spouse of the Participant has consented in writing to such rejection and such rejection is witnessed by a Notary Public or a Plan representative (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).
2. **Article VII (Death Benefits), Section 7.01 (Qualified Pre-Retirement Survivor Annuity Pension), subsection (A) (Pre-retirement Surviving Spouse Pension - Before Age 55), paragraph (6), the final sentence shall be amended to read as follows:** Such rejection and election shall be valid only if the Participant files in writing in such form as the Trustees may prescribe, and the Participant's Spouse acknowledges the effect of the alternate benefit form, and specific Beneficiary (if applicable), and consents to it in writing, witnessed by a notary public or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).
3. **Article VII (Death Benefits), Section 7.01 (Qualified Pre-Retirement Survivor Annuity Pension), subsection (B) (Pre-retirement Surviving Spouse Pension - After Age 55), paragraph (4), the final sentence shall be amended to read as follows:** Such rejection and election shall be valid only if the Participant files in writing in such form as the Trustees may prescribe, and the Participant's Spouse acknowledges the effect of the waiver and consents to it in writing, witnessed by a notary public or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).

Masters, Mates & Pilots Plans

AMENDMENT NO. 18 TO THE M.M.& P. INDIVIDUAL RETIREMENT ACCOUNT PLAN RULES AND REGULATIONS

Effective June 6, 2023, the following provisions of the Rules and Regulations are amended as follows:

1. Article III (Voluntary Employee Contributions), Section 3.03 (Withdrawal of Participant Contributions), subsection (b) shall be amended to read as follows:

- (b) A married Participant wishing to withdraw all or part of his own voluntary contributions (b) may do so only with the written consent of his Spouse (as defined in Section 7.01 (d)) where the Spouse acknowledges the effect of the withdrawal and consents to it in writing witnessed by a notary public, or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).

2. Article VI (Payment of Benefits and Eligibility), Section 6.13 (Benefits Due to Financial Hardship), subsection (e) shall be amended to read as follows:

- (e) A married Participant who elects to take a distribution under this Section 6.13 may do so only with the written consent of his or her Spouse (as defined in Section 7.01(d)) where the Spouse acknowledges the effect of the withdrawal and consents to it in writing witnessed by a notary public or such representative of the Plan as the Trustees may designate for that purpose (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).

3. Article VII (Normal Form of Payment—Single-Life, Participant and Spouse and Surviving Spouse Annuities), Section 7.06 (Waiver of Spousal Benefits), subsection (a)(i) shall be amended to read as follows:

- (i) The Participant files the waiver in writing in such form as the Trustees may prescribe, and the Participant's Spouse acknowledges the effect of the waiver and consents to it in writing witnessed by a Plan Representative or notary public (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium).

4. Article VIII (General Provisions), Section 8.08 (Assignment of Benefits Prohibited), subsection (c), the second paragraph (3) shall be amended to read as follows:

- (3) the spouse previously waived the right to annuity benefits. The spouse's consent must be in writing and witnessed by a Plan representative or notary public (in person or, to the extent permitted under applicable law and regulations, by using an electronic medium). No consent shall be required if it has been established to the satisfaction of the Plan representative that there is no spouse, the spouse cannot be located or because of other circumstances that may be prescribed in Treasury Regulations.

PENSIONERS

Dale C. Clark was the Operations Manager for the Masters, Mates & Pilots Benefit Plan.

Jeffery D. Curtis, a member of the United Inland Group—Great Lakes & Gulf Region, last sailed as master of the *ATB Tug Olive L. Moore/Barge Menominee*.



Michael S. Lee, shipping out of West Coast ports. He last sailed for Patriot Contract Services as master of the *USNS Watson*.

Mark H. Lloyd, shipping out of West Coast ports. He last sailed for American President Lines as third mate aboard the *APL Guam*.

Plamen M. Shapev, shipping out of West Coast ports. He last sailed for Matson Navigation as third mate aboard the *Manoa*.

Philip F. Same, shipping out of East Coast ports. He last sailed for E-Ships as chief mate aboard the *Maersk Iowa*.

Richard D. Smith, shipping out of Gulf ports. A former master with Patriot Contract Services, he last sailed for Lamont-Doherty as chief mate aboard the *RV Marcus G. Langseth*.

Jerome P. Watts, shipping out of East Coast ports. He last sailed for E-Ships as third mate aboard the *Maersk Ohio*.

Russell R. Williams, shipping out of West Coast ports. He last sailed for Pasha as second mate aboard the *Janet Marie*.

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 J. Marcus
President
410-850-8700 ext. 122
president@bridgedeck.org

Don F. Josberger
Secretary-Treasurer
410-850-8700 ext. 116
sec-treas@bridgedeck.org

Executive Offices

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

Steven M. Miceli Jr.
International Representative
410-691-8149
smicelijr@bridgedeck.org

Accounting

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

Communications

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

Legal Department

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

Jennifer Stair
Contracts Coordinator
410-691-8178
jstair@bridgedeck.org

Membership Department

Teresa Pettus
410-691-8133
membership@bridgedeck.org

MM&P Women's Caucus

410-691-8194
WomensCaucus@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

Michael Riordan
Vice President
570 Broad Street, Suite 701
Newark, NJ 07102
Direct: 201-830-3409
Cell: 917-324-1462
Fax: 201-963-5403
mriordan@bridgedeck.org

Paulina Czernek
Representative
Phone: 201-830-3406
pczernek@bridgedeck.org

Keith Poissant
Representative
Phone: 973-420-0492
kpoissant@bridgedeck.org

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

Federal Employees Membership Group

David Gommo
Vice President
Executive Office
MM&P Headquarters
700 Maritime Blvd., Suite B
Linthicum, MD 21090-1953
dgommo@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

J. Lars Turner
Vice President - Pacific Ports

Boston

Ron Colpus
Thomas Sullivan
Representatives
Marine Industrial Park
12 Channel St., Suite 606-A
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
Representatives
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/Port Everglades

Andrea Fortin/Maike Coan
Representatives
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

Ron Colpus
Atlantic Regional Representative
570 Broad Street, Ste 701
Newark, NJ 07102
Phone: 201-963-1900
Fax: 201-963-5403
tlarkin@bridgedeck.org
nymj@bridgedeck.org

Norfolk, Va.

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

Oakland

Melany Skippen
Pacific Ports Coast Agent

Veronica Schaible
Representative
548 Thomas L. Berkley Way
Oakland, CA 94612
Phone: 510-808-7068
Fax: 510-808-7067
mskippen@bridgedeck.org
vschaible@bridgedeck.org

Seattle

J. Lars Turner
Vice President-Pacific Ports

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

Tampa

Jeremy Hope
Vice President – Gulf Ports &
Government Contracts

Laura Cenkovich / Ted Dohrman/ Stephen Procida
Representatives
4333 S 50th St.
Tampa, FL 33619
Phone: 813-247-2164
Hours: 9:00 AM-2:00 PM ET
jhope@bridgedeck.org
tampa@bridgedeck.org

Pilot Membership Group

Kip Carlson

Vice President
751 East Blithedale Ave., #1193
Mill Valley, CA 94942
Phone: 415-279-2665
kcarlson@bridgedeck.org

East Coast Regional Rep.

Timothy J. Ferrie

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

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 Lund

President
P.O. Box 920226
Dutch Harbor, AK 99692
Phone: 907-581-1240
Fax: 907-581-1372
amp@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 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

Ben Borgie

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

Charleston Branch Pilots

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

George Wales

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

Crescent River Port Pilots

E. Michael Bopp

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

Galveston-Texas City Pilots

Mark Saunders

P.O. Box 16110
Galveston, TX 77552
Phone: 409-740-3347
Fax: 409-740-3393

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.hawaiiipilots.net

Houston Pilots

Clint A. Winegar

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

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

W. Curtis Wilson III

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

Brandon 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

Saint Johns Bar Pilots

Barrie Snyder

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

San Juan Bay Pilots

Stephen Rivera

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

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

James Mahlmann

New York President

Timothy J. Ferrie

New Jersey President

Rob Dobrowski

Branch Agent

rdobrowski@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

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

Ian Maury

President

P.O. Box 977

Homer, AK 99603

Phone: 907-235-8783

Fax: 907-235-6119

swapa@swpilots.net

Tampa Bay Pilots

Terry Fluke

Executive Director

1825 Sahlman Dr. Tampa, FL 33605

Phone: 813-247-3737

Fax: 813-247-4425

Virgin Islands Port Authority Pilots

John Amaro

President

6877 Upper Wintberg

St. Thomas, VI 00802

340-998-2260

Srpilot580@aol.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

Christopher Edyvean

President

6559 S M221, P.O. Box 365

Brimley, MI 49715

Phone: 715-392-5204

Fax: 715-392-1666

capt.edyvean@wglpa.com

United Inland Membership Group

Thomas Bell

VP-Great Lakes & Gulf Region

Daniel Twohig

VP-Pacific Maritime Region

Cleveland

Thomas Bell

VP-Great Lakes & Gulf Region

1501 Euclid Ave., Ste 416

Cleveland, OH 44115

Phone: 216-776-1667

Fax: 216-776-1668

tbell@bridgedeck.org

Juneau

C. Michael Murray

Regional Representative

Phone: 410-582-6709

mmurray@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

548 Thomas L. Berkley Way

Oakland, CA 94612

Phone: 510-808-7066

Fax: 510-808-7064

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

1055 Kennedy Ave. Ste 914

San Juan, PR 00920

Phone: 787-664-3052

Fax: 787-723-4494

Hours: Monday-Friday

9:00AM – 1:30PM ET

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: 202-463-6505

Fax: 202-223-9093

jpatti@minaid.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)

mmpfcu@bridgedeck.org

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

Patrick McCullough

Administrator

Eric Friend

Executive Director

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

Patrick McCullough

Administrator

700 Maritime Blvd., Suite A

Linthicum Heights, MD 21090-1996

Phone: 1-877-667-5522

or 410-850-8500

Fax: 410-850-8655

pmccullough@mmppplans.com

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

Web: 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

Web: www.mitags.org



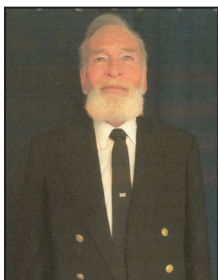
CROSS'D THE FINAL BAR

John L. Alexander, 58, July 25. A resident of Newport, N.C., who had always enjoyed cooking, he worked as an AB and deckhand on tugs before accepting a job as steward/cook aboard a hopper dredge operated by The Dutra Group. He was an avid outdoorsman who enjoyed hunting, camping, and spending time on the water. He was involved in projects that included diving for the Oyster Sanctuary Program with the North Carolina Division of Marine Fisheries. Separate from his work with the Division of Marine Fisheries, he sailed on several different vessels, collecting data on sharks and turtles. He is survived by his wife Beth, daughter Stacy, sons James Kelly III and Tony Paquette, sister Charlotte, grandchildren Tommy, Jordan, Dariann, Symera, and James Kelly IV, and his beloved furry companions Loulu and Waylon.



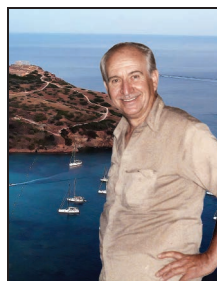
granddaughters, and a menagerie of spoiled cats.

Edgar I. Barr, 89, Aug. 6. A resident of Cumming, Ga., and a pensioner since 1995, he last sailed for NPR aboard the *SS Carolina*.

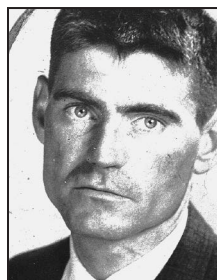


classic car aficionado, he owned so many vehicles over the last 25 years that his family lost count, but his favorite was a 1937 Chevy convertible. He spent most weekends with friends at car shows, the local donut shop, and car auctions. Survivors include his wife Christina, daughters Anastasia, Sarah and Sara, his son Michael, and eight grandchildren.

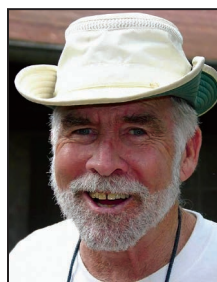
Ralph Carino, 91, Oct. 7. A resident of Grants Pass, Ore., and a pensioner since 1996, he last sailed for Sealand Services aboard the *Sealand Endurance*.



He enjoyed working with wood and could turn scrap wood into a model of the *Clipper Cutty Sark* or a lighthouse. He is survived by his children John, Katerina, and Jimmy.



a month-long trip in 2005 aboard the LST-325 amphibious vessel used in World War II. The ship was featured in the Clint Eastwood movie *Flags of Our Fathers*. A father of five, he is remembered for his courage, strength, determination, dedication, love and kindness to his family and country. Survivors include his wife Cynthia, and children Georgie, Spiro, Catherine, and William.



his dog Guinness, and the sunsets on Don Pedro Island, where he was always watching for the green flash. Survivors include his sister Anne Farr Hinton, eight nieces and nephews.

Konstantinos "Gus" Catrakis, 85, July 28. A resident of Athens, Greece, and a pensioner since 2001, he last sailed for E-Ships aboard the *Export Freedom*. "He was an exceptional father, husband and grandfather who supported his family. Self-taught, a real do-it-yourself handyman, he believed if you had the will and perseverance, anything could be done."

Edward J. Crowe, 88, July 30. A resident of Venice, Fla., and a pensioner since 2002, he last sailed for American Heavylift aboard the *New River*. He served in the U.S. Army as a paratrooper in the 101st Airborne. He sailed with the U.S. Military Sea Transportation Service, transporting troops and military supplies to Vietnam on unarmed ships. His last sea voyage was as a volunteer captain on

Edward D. Engemann III, 82, Aug. 22. A resident of Venice, Fla., and a pensioner since 1999, he last sailed for Matson Navigation as master of the *SS Lihue*. He enjoyed two homes that he migrated between: a Florida waterfront retreat and a mountain log cabin in Highlands, N.C. He served on the Don Pedro Volunteer Fire Department. He enjoyed woodworking and

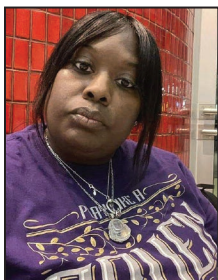
CROSS'D THE FINAL BAR



John A. Gorman, 77, Oct. 25. A resident of Summerville, S.C., and a pensioner since 2009, he is remembered as a kind and generous person who had an excellent sense of humor. Many in MM&P will remember John with affection and gratitude because of the expert and dedicated work he performed, managing and accounting

for our Union dues, expenses, and revenue during the more than 37 years he served as the MITAGS Comptroller and then as the Masters, Mates & Pilots Comptroller. Survivors include his wife Barbara, his children Jennifer and Daniel and their spouses, his sisters Kathleen and Stephanie, six grandchildren, and six great-grandchildren.

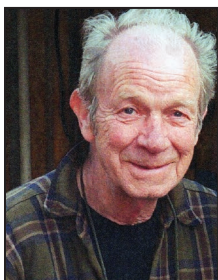
William H. Hermes, 88, Sept. 14. A resident of Tyler, Texas, and a pensioner since 1983, he last sailed for Ogden Transport as master of the *SS Merrimac*. He raised cattle and timber. He enjoyed ham radio, electronics, and repairing engines and fences on the farm. He is survived by his wife Melva.



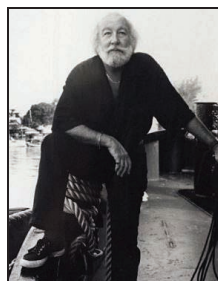
Tahkemia "Kemia" Hodge, 44, Oct. 28. A resident of Baltimore, Md., she worked for My Cleaning Services. "She was passionate about football and not only knew about all the teams but could talk strategy. She was a diehard Baltimore Ravens fan and would fuss you down about her team." She loved to spend time with her family and loved ones, and to travel. "She is remembered

as an outstanding employee, union member, and shop steward. She was a passionate, loyal, and caring coworker and friend. Her MITAGS family and so many others will miss her."

Richard P. Holm, 84, Sept. 23. A resident of Manitowish Waters, Wis., and a pensioner since 2009, he last sailed for Maersk Lines aboard the *Sealand Performance*. He loved the Northwoods, hunting and fishing, working around his yard and spending time



with his family. He enjoyed sharing stories from his travels, playing cribbage with his wife and friends, and living next door to a resort where he always had new people to talk to and share stories with. He is survived by Cheryl, his wife of 37 years, his daughter Emily, stepchildren Dean, Chad, David, Paul, and Norma, and their spouses, and 22 grandchildren.

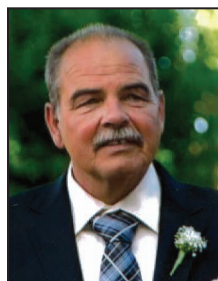


Robert Johnson, 85, Aug. 12. A resident of Boca Grande, Fla., he became a harbor pilot at Port Boca Grande in 1964, carrying on the tradition of two generations of harbor pilots dating back to 1888. When Port Boca Grande closed, he continued working as a harbor pilot on Key West until he retired in 1998. He was passionate about preserving the history of Boca

Grande and served as president, director, and historian of the Boca Grande Historical Society, as well as the society's historian. He was a docent at the Boca Grande Lighthouse Museum where he delighted in sharing stories of the shipping port and the island's history. Survivors include his children Sabrina and Darian and their spouses; grandchildren Matthew, Ashley, Rachael, and Travis; great-grandchildren Amelia, Everett, Jaxton, Charlotte, and Isla.

Dennis A. Keaveny, 85, Aug. 5. A resident of Westbrook, Conn., and a pensioner since 2000, he last sailed for Farrell Lines aboard the *American Resolute*.

Clyde W. Kernohan, 83, July 13. A resident of Sanger, Calif., and a pensioner since 2010, he last sailed for Matson Navigation aboard the *Pfeiffer*.



Dennis K. O'Laughlin, 68, July 3. A resident of Stockton, Calif., and a pensioner since 2020, he last sailed for Waterman Steamship as master of the *MV Central Ridge*. He enjoyed riding motorcycles, listening to music, playing his guitars, watching baseball, and spending time with his family. He and Shelly, his wife of 46 years, rode motorcycles through

numerous national parks and Canada. "Most evenings you could find him grilling in the backyard with a glass of Cabernet in hand, waiting for the baseball game to begin, full of great wit and a dry sense of humor." He is survived by his wife Shelly, children Justin and Katie, and grandchildren Henry, Ava, Sailor, and Scout.

Adrian P. Pirani, 41, Nov. 7. When not aboard his beloved *Dredge Hurley*, he resided in Marion, Ark. He shared many stories about life on the farm with his mom and sister and his three favorite men: his dad, his Uncle Pete, and his cousin Matthew. He joined the U.S. Army Corp of Engineers and worked his way up to captain. He considered his greatest achievements in life to be his wife Sara and their two sons. "Love, laughter,



loudness, and craziness filled their home as soon as he would walk in from the boat. His laughter will forever be heard around us.” He is survived by his wife Sara, sons Vance Patrick and Reed Anthony, his parents Patrick and Michelle, his sister Megan and her husband Wayne, and the largest and proudest Italian family.

James S. Rogers, 97, Sept. 27. A resident of Margate City, N.J., and a pensioner since 1985, he last sailed for Keystone Shipping as master of the *Cherry Valley*.

James H. St. Pierre, 96, Aug. 20. A resident of Commack, N.Y., and a pensioner since 1988, he last sailed for Central Gulf Lines as master of the *SS Green Harbor*. He was presented with the Congressional Gold Medal bestowed by Congress on American Merchant Mariners for their service during World War II. He also served in the U.S. Army. Known to all as “Captain Jim,” he loved fishing, gardening, feeding the squirrels and the



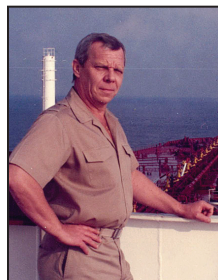
birds, and most of all, spending time with his family. He is survived by his wife Genevieve, children Maurice, James, Laura, Velma, and their spouses, ten grandchildren, three great-grandchildren, and his beloved dog Penny.

Harry “Smokey” Stover, 77, July 23. A resident of Napa, Calif., and a pensioner since 2000, he last sailed for U.S. Ship Management as master of the *Sealand Innovator*. After his retirement, he worked as a self-employed marine consultant and marine passage planner. He took great interest in ancestry and wrote a book on his family history. He was the registrar for the Redwood Empire Chapter of the Sons of the American Revolution and volunteered at the Napa Valley Genealogical Society. He is survived by his wife Andrea, sister Marcia, niece Meredith and nephew John.



Patricia Walters, 84, Oct. 31. A resident of Baldwin, Md., and a pensioner since 2000, she was the much beloved Masters, Mates & Pilots dispatcher in the Port of Baltimore before finishing her career at MM&P Plans.

Janusz Wozniak, 85, July 30. A resident of Punta Gorda, Fla., and a pensioner since 2005, he last sailed for Waterman Steamship as master of the *Nedlloyd Vera Cruz*. He served as master of two of the re-flagged tankers that regularly sailed in U.S. Navy convoys into the Persian Gulf during Operation Earnest Will. He loved skiing in Colorado, swimming, and sailing. Survivors include his niece Magda, her husband Ziggy, and nephew Alexander.



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)