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About the Cover

MM&P welcomes the APL Coral, which joined the union's fleet in April after being reflagged in Charleston.

— Photo: Doreen Francisco, APL

The Navy Jack is a symbol of resistance that dates back to the American Revolution. In accordance with a resolution made by the delegates to the 75th Convention of the International Organization of Masters, Mates & Pilots, every issue of The Master, Mate & Pilot includes a photograph of the historic flag.
APL CORAL Is Newest Addition to MM&P Fleet

The APL Coral entered APL’s Suez Express Service in April, after several days undergoing class certification and Coast Guard inspections in Charleston, S.C. MM&P Atlantic Ports Vice President Steve Werse was in Charleston to convey the union’s congratulations to the officers and crew as the vessel was flagged-in.

“It’s an honor to be chosen as the lead master of APL’s newest U.S.-flag vessel,” said Capt. Jonathan Komlosy. “I am very proud of the Coral’s crew and grateful for everyone’s can-do efforts to accomplish the transmission ahead of schedule.”

The other MM&P officers aboard the vessel at the time were Chief Mate Erik Cutworth and Second Mate Benjamin D. Rosson.

“We very much appreciate the hard work and professionalism displayed by the MM&P deck officers and the other union partners in making this a success,” said APL Director of Operations Mark Remijan as the ship was flagged-in.

The Coral has permanently replaced the APL Turquoise. APL is the world’s fourth-largest container transportation and shipping company, providing services to people in more than 140 countries.
New Vice President for MM&P Federal Employees Membership Group

Capt. Randall H. Rockwood, currently master of the Military Sealift Command (MSC) hospital ship USNS Comfort, is the new vice president of MM&P’s Federal Employees Membership Group (FEMG). The appointment of an FEMG vice president, the first in MM&P’s history, was approved by the membership as part of the union’s new International Constitution.

“The MM&P General Executive Board salutes Capt. Rockwood,” said MM&P International President Tim Brown. “He has stepped up to serve our Federal Employee members while also serving as an active master. His commitment to MM&P and his presence on our General Executive Board will enhance our efforts to serve civil service mariners.”

Since his promotion to master in 1999, Rockwood has commanded 14 MSC ships operating worldwide in support of Department of Defense missions overseas. He has spent much of his career in command of ships in MSC’s Naval Fleet Auxiliary Force, delivering fuel, food, ammunition and other supplies to Navy warships at sea. From March 2006 until August 2008, he was the first master of dry cargo/ammunition ship USNS Lewis and Clark (T-AKE 1), the lead ship in the new class of underway replenishment ships designed for civil service mariner operations in support of the Navy. Aboard USNS Comfort (T-AH 20), he leads a crew of 70 civil service mariners. In addition to his significant contributions at sea, Rockwood has served MSC ashore as Port Captain East at Military Sealift Fleet Support Command (MSFSC) in Norfolk, Va.

Rockwood graduated from the State University of New York Maritime College, Fort Schuyler, in 1982 with a Bachelor of Science in Marine Transportation and joined the U.S. Navy’s Military Sealift Command as a civil service mariner in 1983.

IMO Legal Committee Calls for Implementation of Fair Treatment Guidelines

The International Maritime Organization (IMO) Legal Committee has issued a draft resolution aimed at promoting compliance with the 2006 IMO/International Labor Organization (ILO) Guidelines on fair treatment of seafarers in the event of a maritime accident. The draft resolution invites Member States to amend their national legislation to give complete effect to the Guidelines on Fair Treatment of Seafarers and asks governments to respect the principles in the guidelines in other circumstances in which seafarers are detained.

It should be noted that the United States has objected to provisions in the Code for Accident Investigations that give mandatory effect to the IMO/ILO guidelines. The United States’ official position is that the mandatory provisions in the Code “create seafarers’ rights during an investigation” and says that for this reason it does not intend to implement them.

The draft resolution reiterates the importance of the guidelines and asks Member Governments to urgently bring the resolution to the attention of government officials, shipowners and seafarers and their respective organizations, and invites them to inform the IMO Legal Committee of the means by which this request has been implemented.

The draft resolution will be submitted through the IMO Council to the IMO Assembly when it meets for its 27th session from Nov. 21-30 of this year and also to the ILO Governing Body, which meets in June 2011.

In a number of incidents that have taken place since the adoption of the guidelines in 2006, seafarers on ships involved in accidents have been detained for long periods of time. The draft resolution notes that this raises questions about whether the mariners involved have been treated fairly and in full accordance with the principles set forth in the guidelines.

The draft resolution also notes that the guidelines should be implemented alongside the IMO Code on the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Accident, which has been made mandatory by way of amendments to the International Convention for the Safety of Life at Sea (SOLAS) chapter XI-1, which entered into force on Jan. 1, 2010.
U.S. Mariners and Ship Operators Critical to Nation’s Security, Navy League Says

A skilled merchant marine and a strong U.S. shipbuilding industry are critical to America’s national and economic security, says the Navy League in its most recent policy statement. The group says that the role played by the Jones Act and other laws that support the U.S.-flag shipping industry are particularly important given the fact that our country is involved in several international conflicts.

“The ability to access [the] maritime capability of ships and seafarers is essential to our national and economic security,” the Navy League said in an official release. “The Voluntary Intermodal Agreement, which includes the domestic Jones Act fleet, provides 135 ships, 213 barges and tugs, and worldwide intermodal capability. Without these commercial capabilities, the U.S. government would be required to provide significantly more funds to build a replacement fleet and infrastructure while losing the pool of highly qualified mariners needed to sail these vessels.”

The Navy League also emphasized the critical importance of a strong American shipyard capacity. Citing the benefits of Navy, Coast Guard and commercial shipbuilding, the League said, “It is essential that this nation have a policy at the highest levels of government to support and sustain an adequate industrial base capable of providing and supporting a strong Navy and maritime commerce.”

The report said the Jones Act and other U.S. maritime laws boost security by adding sealift capacity as well as an expanded pool of trained and experienced mariners to crew government-owned sealift assets. These laws also help to sustain the U.S. shipbuilding and ship repair industrial base that is vital to the Navy. Ninety-five percent of the equipment and supplies required to deploy America’s armed forces are moved by sea.

But the policy statement points out that the base of skilled U.S. merchant mariners is shrinking. The shipping capabilities of the Maritime Administration’s Ready Reserve Force and the Department of Defense (DOD) Military Sealift Command are currently sized to support routine and some surge logistics and specialized mission requirements. “This critical capability must be maintained by ensuring an active commercial U.S.-flag Merchant Marine to support efficient and cost-effective movement of DOD cargo,” the Navy League said.

The Navy League of the United States, founded in 1902, is the foremost citizens’ organization dedicated to serving, supporting and standing with all the U.S. sea services: the Navy, the Marine Corps, the Coast Guard and the U.S.-flag Merchant Marine. More than 50,000 Navy League members focus on: public education to inform the nation and its political leaders of the vital importance to the country of comprehensive and fully prepared sea services; and supporting active-duty sea service personnel and their families.

RRF Vessels Should Remain With MARAD, MM&P Says

A proposal to transfer the Maritime Administration’s Ready Reserve Fleet (RRF) to Military Sealift Command (MSC) would cause the nation’s taxpayers to forgo millions of dollars in efficiency savings, according to a group of maritime unions and U.S.-flag shipping companies.

In an April letter to Secretary of Transportation Ray LaHood, MM&P and the other members of the group cited an independent cost-benefit analysis commissioned by the Department of Defense Transportation Command which found that MARAD’s vessel management program is significantly more cost effective than MSC’s. The 2006 report was used as the basis for the transfer of all eight Fast Sealift Ships (FSS) from MSC to the RRF during fiscal year 2009. Since the transfer, MARAD has improved the condition and reliability of the ships and carried out all responsibilities assigned to it under the terms of the transfer.

The report estimated that the transfer of the FSS vessels to MARAD would save American taxpayers $19.9 million a year.

In light of this analysis and additional statistical information, MM&P and the other unions and U.S.-flag operators in the group urged that the remaining surge sealift vessels also be transferred to MARAD. “We believe there would be significant additional cost savings to taxpayers, and improved state of readiness for our strategic sealift, if the remaining surge sealift vessels (an estimated 8-10 LMSRs) were transferred from MSC to MARAD,” the group told LaHood.

The letter was signed by MM&P International President Tim Brown and the presidents of the Marine Engineers’ Beneficial Association, the Marine Firemen’s Union and the Sailors’ Union of the Pacific. It was also signed by three former U.S. Maritime Administrators, as well as by officials at Central Gulf Lines, Matson Navigation Company and Waterman Steamship Corporation.
Congressional “Sail-In” Once Again a Success

Almost 200 representatives of the U.S.-flag maritime industry, including officers, staff and members of all the maritime unions, took part in 160 Congressional meetings in May to boost awareness of the importance of our industry to the nation’s economy and defense. By all accounts, the Sail-In was a great success, due in large part to the expertise that the participants brought to their groups and meetings on Capitol Hill.

The second annual Sail-In involved a wide array of maritime industry representatives from throughout the United States, including MM&P International Secretary-Treasurer Don Marcus, MM&P Vice Presidents Dave Boatner, Wayne Farthing, Mike Murray and Steve Werse, and MM&P Director of Government Relations Klaus Luhta.

During meetings held throughout the course of the day, the group explained to members of Congress and their staffs how U.S. mariners and American maritime companies are working to boost the economy and keep our country safe. The discussions centered on the importance of fully funding the Maritime Security Program and maintaining the Jones Act, as well as on continuing the Food for Peace Program, increasing port dredging and paving the way for short sea shipping by eliminating the double taxation of waterborne cargo under the Harbor Maintenance Tax (HMT).

More information about the Sail-In is posted on www.maritimeindustrysailin.com/.
Security Team Aboard *Maersk Alabama* Repels Another Pirate Attack

Pirates attempted to board *Maersk Alabama* on May 14 but the attackers were repelled by the ship’s on-board security team. No member of the crew was harmed during the incident and the vessel itself did not sustain any damage. The attack took place as *Maersk Alabama* was proceeding from Salalah, Oman, to Jeddah, Saudi Arabia, in the Gulf of Aden International Recognized Traffic Corridor in the prescribed west-bound group transit.

According to the official report filed by the master of the vessel, MM&P member Capt. Larry D. Aasheim, at 0010 local time a small skiff, with no lights, was observed on radar from just aft of the starboard beam at four nautical miles. When the skiff made an abrupt turn to starboard to follow the ship’s wake, the security detachment was notified to muster and take station. At a distance of 50 meters, it was apparent that there were five people on board the skiff with what looked to be a ladder protruding from the bow.

When the skiff was 30 meters from the starboard quarter and making a fast approach to close the distance, two rounds were fired into the center of the skiff, which at that point turned around and fled the scene.

This was the sixth piracy encounter the *Maersk Alabama* has had since April 7, 2009, when it was boarded by pirates who held MM&P member Capt. Richard Phillips hostage for five days aboard a lifeboat.

Rep. Frank LoBiondo Honored With “Salute to Congress” Award

Congressman Frank LoBiondo (N.J.) was honored by the U.S.-flag maritime community on May 3 for his steadfast support of our industry. LoBiondo, who is chair of the House Subcommittee on Coast Guard and Maritime Transportation, received the “Salute to Congress” award in the presence of hundreds of maritime industry leaders, including representatives of all the maritime unions, U.S.-flag shipping companies and government and military officials. MM&P International President Tim Brown and International Secretary-Treasurer Don Marcus were in attendance, as was MIRAID President C. James Patti. The maritime industry has economic relevance that “cuts across every sector of our society,” LoBiondo told the audience at the event, which was sponsored by the International Propeller Club.

LoBiondo has long called for stronger measures to protect American mariners from pirates. Legislation he introduced—and that was successfully passed last year—confers legal protection on mariners who kill or injure pirates while fending off attacks. During his speech at the awards ceremony, LoBiondo referred to the previous legal regime, under which mariners were potentially liable for injuries to pirates, as “insanity pure and simple.”

On the issue of piracy in general, LoBiondo predicted that there would soon be “a breaking point.” He said that his own piracy solution “recognizes that there’s an easy way to deal with this, although it probably would not be acceptable to certain segments.” LoBiondo urged that the United States and allied forces expand their military operations in the region by “going after pirate nests on land.”

He also used the speech to advocate for a national ballast water standard and for increased dredging of the nation’s waterways and ports. LoBiondo was introduced by Sen. David Vitter (L.a.), who called him, “a real leader, who is stepping up on all the right issues for the nation’s benefit.”
CAMM Meeting at MITAGS Addresses Wide Range of Topics

The Council of American Master Mariners (CAMM) held its Annual Meeting and Professional Development Conference at MITAGS in April. The title of the conference was “The Master and the Burden of Regulations.”

On the first day of the proceedings, the International Federation of Shipmasters’ Associations and the Nautical Institute conducted a “Command Seminar” which touched on a variety of topics, including: the future role of e-navigation and its potential impact on masters and pilots; the Coast Guard's perspective on the criminalization of mariners in the wake of accidents; issues to consider when arms are carried aboard merchant ships; and the master/pilot relationship.

MM&P International President Tim Brown opened the CAMM Annual General Meeting on the second day, when the focus shifted to topics that included: the Coast Guard's mariner credentials and medical review processes; the burden of regulations; ship masters' increasing workload; U.S. policy on piracy; salvage operations; National Transportation Safety Board investigations; and seafarer terminal access issues.

MITAGS instructor Capt. Dennis Newbanks spoke on the burden of regulatory compliance that falls on today’s ship master. MM&P Pilot Group Vice President George Quick spoke on the master/pilot relationship with port states, as well as on U.S. anti-piracy policy.

Keynote speaker Rep. Elijah Cummings, now ranking member of the House Subcommittee on Coast Guard and Maritime Transportation, spoke eloquently of the performance and accountability standards set for the U.S. Coast Guard during his tenure as subcommittee chairman. He also spoke on the importance to the United States of the Jones Act, cargo preference and the Maritime Security Program (MSP), which he said are essential to preserving America's security and American maritime jobs.

Cummings urged the U.S.-flag maritime community to work harder to educate new members of Congress about these three pillars of the domestic maritime industry, warning that failure to do so would expose our industry to serious risk in the context of the current atmosphere of federal budget cutting.

Cummings also cautioned the nation’s lawmakers to exercise care in each and every discussion on cutting government regulations, underlining the fact that a significant number of regulations were put in place to protect workers and the environment, and should not be subject to weakening or elimination.

“It was a wide-ranging discussion of issues of importance to professional mariners,” said MM&P International President Tim Brown. “CAMM is to be congratulated on putting together such an ambitious program.”

Cargo Ship USNS William McLean Joins Military Sealift Command

The USNS William McLean, the newest ship in the Navy’s Lewis and Clark-class of dry cargo/ammunition ships, was launched on April 16 at the General Dynamics NASSCO shipyard in San Diego. The vessel will be crewed by licensed deck officers who belong to MM&P’s Federal Employees Membership Group.

McLean is the 12th of a projected 14 dry cargo/ammunition ships, all of which will be operated by Military Sealift Command (MSC) and crewed either primarily or solely by civil service mariners, depending on the ship's mission. Eleven of the ships will serve as part of the command's Naval Fleet Auxiliary Force and three are slated to be part of the Maritime Prepositioning Force.

Naval Fleet Auxiliary Force ships deliver ammunition, food, fuel and other supplies to U.S. and allied ships at sea, enabling the Navy to maintain a worldwide forward presence. Maritime Prepositioning Force ships are continuously deployed to strategic locations worldwide, carrying Marine Corps cargo ready for rapid delivery to shore. McLean is to be delivered to Military Sealift Command in the fall. The ship was named in honor of Navy research scientist William McLean.

“I’ve been looking forward to this day for a very long time,” said Capt. Robert Baus, McLean's civil service master, when the vessel was launched. “I’m honored to be here today for this launch, to be this ship’s first master and to serve with this highly qualified crew.”
Don’t Try This at Home! UIG Members Excel at Difficult Art of Log Towing

As alternative means of transport are increasingly being used to move timber to mills, log towing has become what some would call “a disappearing art.” Today there are few mariners with enough experience in the technique to move a massive log tow along inland or coastal waterways.

MM&P members Bruce Cornwall, Bill Hoffman and Tom Zimmerman were on the job for Dunlap recently when the tow shown at right was transiting Deception Pass, the waterway that separates Fidalgo and Whidbey islands.

“It was an extremely difficult transit in zero visibility,” says MM&P United Inland Group Regional Representative John Schaeffner. “It’s incredible because log towing is just about a thing of the past.”

In the operation shown in this photo, “the tug on the head end was the Swinomish,” says Capt. Bruce Cornwall. “The mate was Bill Hoffman. The tug Port Gardner, captained by Tom Zimmerman, was the assist/tail boat. The tow is roughly 250 feet wide, nearly 1,200 feet long and about 10,000 tons. We have a towline of 1,000 feet, depending upon where we are and the water depth: we are always up short in confined spaces such as Deception Pass and the San Juan Islands,” he says.

“Log towing is dependent upon calm seas and fair tide. Most decisions to depart are irreversible, as we only are able to make 1.5 knots through the water, making it impossible most of the time to go into the current,” Cornwall says. “Weather is the deciding factor in whether or not to go.”

“Transits across Boundary Pass, through the San Juans and across Rosario and the Juan de Fuca Straits, where there is such strong current, are kind of like sky diving,” he adds. “Once you step out you better be ready.”

Hoots and Derision Greet Wisconsin and Ohio Governors’ “Public Employee Appreciation Campaigns”

Wisconsin Republican Gov. Scott Walker and Ohio Republican Gov. John Kasich, who have targeted public sector workers relentlessly over the course of the past six months with the elimination of collective bargaining rights and cuts to pensions and health care benefits, have launched public relations campaigns they say will show their appreciation of state workers.

“On behalf of all of the people of Wisconsin, I want to say thank you to the thousands of men and women who work each day as public servants here in the state of Wisconsin,” Walker said in a video that has been posted on YouTube. “We can’t say thank you enough. From one end of the state to another, from one state agency to another, day in and day out you provide professional service to the people of the state of Wisconsin. To recognize that, we’re not only saying thank you right now, we’re putting in place a new state employee recognition system.”

Ohio Gov. John Kasich issued a proclamation announcing “Public Service Appreciation Week” and lauding “the positive impact public servants have on our communities.” A spokesman for the Ohio AFL-CIO called the campaign “superficial” and “disingenuous.”

These are “shallow, completely meaningless exercises,” said Gilbert Johnson, a clerical worker at the University of Wisconsin-Milwaukee and president of AFSCME Local 82. “The thing that really benefits state workers is being able to bargain as a collective unit,” said Alex Hanna, co-president of the Teaching Assistants’ Association at University of Wisconsin-Madison. “I think state workers see this as a slap in the face.”
Union Members Turn Up the Heat on Anti-Labor Politicians

Union members across the country are continuing to march in support of embattled public sector workers, including the licensed deck officers at Washington State Ferries. In Olympia and Blaine, Wash., members of MM&P’s United Inland Group-Pacific Maritime Region marched side-by-side with members of the Marine Engineers’ Beneficial Association (MEBA).

MM&P United Inland Group (UIG) Vice President Mike Murray and the UIG branch agents have manned picket lines and spear-headed advocacy campaigns in state legislatures on behalf of our members and other public sector workers who are under attack. As this issue of The Master, Mate & Pilot goes to press, there are several bills pending in the Washington State Legislature that would strip MM&P masters of the right to belong to a union by reclassifying them as "management."

Perry Squires and Laura Kohler of Washington State Ferries at a protest in Olympia that drew about 8,000 people.

Perry Squires, Rob Rothschiller and Dan Twohig of Washington State Ferries display their picket signs.

Rob Rothschiller and Al Furst of Washington State Ferries marched with members of the Marine Engineers’ Beneficial Association (MEBA).

Bruce Cornwall of Dunlap marched in Blaine in solidarity with America’s public sector workers, including the brothers and sisters who work at Washington State Ferries.
AMHS Negotiating Committee Members Pose With Friend

Members of the Alaska Marine Highway System (AMHS) Negotiating Committee posed for a photo with this giant grizzly just prior to a negotiating session. They were joined by United Inland Group-Pacific Maritime Region Vice President Mike Murray and MM&P Juneau Representative Ron Bressette.

(Left to right) MM&P United Inland Group-Pacific Maritime Region Vice President Mike Murray, with AMHS Negotiating Committee member Derek Nystrom, MM&P Juneau Representative Ron Bressette and Negotiating Committee members Michael Barrett, Ken Grieser and Keith Austin. (Not pictured are Negotiating Committee members Maurice Alto and J.P. Stormont.)

U.S. Ambassador to El Salvador Salutes Crew of Moku Pahu

The bulk carrier Moku Pahu received an illustrious visit in March while discharging food aid in the Port of Acajutla, El Salvador. The U.S. Ambassador to El Salvador and El Salvador’s Minister of the Interior boarded the vessel to participate in a ceremony in which the gift of food aid was formally presented to the people of El Salvador. The dignitaries saluted the officers and crew of Moku Pahu for their role in helping to strengthen the diplomatic ties between the two nations. MM&P members aboard the Moku Pahu to welcome the prestigious group were Capt. Gerald W. Anderson, Chief Mate Christian Johnsen, Second Mate Bert D. Burris and Third Mate Peter T. Spencer.

Greetings From Maersk Wyoming

Officers and crew of MV Maersk Wyoming enjoy an evening barbecue after the completion of another successful voyage. Seated in the foreground are Third Mate Lillian Gallo and Second Mate Kevin Cichon. On the back bench are Chief Engineer Michael Buckley, Steward Andy Hagan and First Assistant Erik Cote. Many thanks to MV Maersk Wyoming Master William J. Dutour for sharing this photo!
As the first six months of the 112th Congress come to a close, we are getting a clearer answer to the question of whether the new Congress—with its overriding emphasis on controlling federal spending—will be receptive to continuing, implementing and funding the programs and policies important to the U.S.-flag shipping industry. This, of course, is not a new challenge: it is the same one we face, to varying degrees, with each new Congress. This time, however, it is magnified by the fact that there are more than 100 newly elected members of Congress who have little if any familiarity with the programs and policies important to the American maritime industry.

It is therefore incumbent on us all to maximize our efforts to educate the new Congress regarding the importance of our industry to the economic, homeland and military security of the United States. It is a challenge we must be prepared to face head-on. As MM&P, MIRAID and others in our industry repeatedly tell our elected officials in Washington, D.C., we have every reason to be proud of the role our industry plays in support of our nation’s economic, military and homeland security objectives.

What’s more, the U.S.-flag maritime industry provides an important base of employment for American maritime workers—skilled workers whose jobs will be lost if our maritime programs are weakened or repealed and whose skills will be lost to the Department of Defense if U.S.-flag jobs are outsourced to the benefit of foreign maritime workers.

On May 4, 2011, the U.S.-flag maritime industry came together in our nation’s capital for the second annual Maritime Industry Congressional “Sail-In.” More than 180 men and women from around the country came to Washington to spread the word about the U.S.-flag shipping industry and to meet with more than 160 members of the House of Representatives and Senate and their staffs to discuss the contributions our industry makes to the well-being of our country.

The Sail-In occurred at an extremely opportune time. There is in fact in Washington a growing movement, led by many of the newly elected members of Congress, to cut a variety of federal programs, often without giving sufficient consideration of the benefits they generate for the American taxpayer. As reported in the press, a number of members of the House of Representatives have announced plans to cut $122 billion from the President’s budget request for Fiscal Year 2012, with their proposed cuts falling particularly hard on agriculture and foreign aid. Under their plan, agriculture, including the Food for Peace/PL 480 Program, would take the second largest “hit” as a percentage of the President’s budget request.

As we made clear to the representatives and senators with whom we met during the Sail-In, the Food for Peace Program should not be singled-out for these extraordinary cuts. It is an essential bulwark against global hunger and instability, and the President’s request already represents a substantial cut relative to both Fiscal Year 2008 and historic levels. The need for food aid remains great, while hunger leads to unstable regimes which in turn foster terrorist and other security threats against the United States and its interests abroad.

Many of the world’s anti-hunger operations are in places where the United States has vital national security and foreign policy interests, including Afghanistan, Iraq, Pakistan, Sudan, Yemen and Libya. Significant cuts to the Food for Peace budget would undermine American efforts to advance economic development and stability in these and other places. Food insecurity threatens our national security.

According to Secretary of Agriculture Tom Vilsack, America’s continued humanitarian efforts are important “because over one billion people worldwide face hunger and malnutrition every day, and we know that failing agricultural systems and food shortages fuel political instability and undermine our national security interests.”

At the same time, the Food for Peace/PL 480 Program provides a critical source of cargo for U.S.-flag vessels. Under existing law, at least 75 percent of such government-generated and U.S.-taxpayer financed agricultural commodities must be transported on privately owned U.S.-flag commercial vessels—to the extent such vessels are available at fair and reasonable rates. The 11,500 American jobs that are directly involved in the shipment of Food-for-Peace cargoes support more than 97,000 American jobs in other parts of the U.S. economy.

What is especially important is that members of Congress understand that there is a direct relationship between our industry’s ability to fulfill its commercial sealift role in support of the
Department of Defense and American troops stationed around the world, and the continued availability of Food for Peace and other cargoes covered by U.S.-flag shipping cargo preference requirements. Without these cargoes, and without U.S.-flag commercial vessels and their U.S.-citizen crews, the Department of Defense would be forced to spend considerably more of the taxpayers’ dollars to build and operate its own fleet of vessels to replace those lost in the private industry, or to rely on foreign-flag vessels and foreign mariners to protect America’s interests abroad.

This thought has best been expressed by Gen. Duncan McNabb, commander of United States Transportation Command. In a letter dated May 4, 2011, he reaffirmed to Congress that, “Maintaining U.S.-flag sealift readiness is a top priority for the United States Transportation Command (USTRANSCOM). Sealift is the primary means of delivering combat forces and sustainment during major and contingency operations. USTRANSCOM’s partnership with the U.S.-commercial sealift industry is a vital component in meeting the Nation’s strategic sealift requirements.”

He went on to say that, “Through programs like the Maritime Security Program and the cargo preference laws, the Department of Defense gains access to U.S.-flag commercial sealift and transportation networks while ensuring the continued viability of both the U.S.-flag fleet and the pool of citizen mariners who man those vessels. The movement of international food aid has been a major contributor to the cargo we have moved under the cargo preference law that our U.S. commercial sealift industry depends on. Any reductions will have to be offset in other ways to maintain current Department of Defense sealift readiness.” (emphasis added)

We will continue to make this case to Congress, and we will continue to fight to preserve to the fullest extent practical the Food for Peace Program and the cargo preference U.S.-flag shipping requirements. Any Congressional actions to the contrary would result in an increase in federal spending, an increase in unemployment, and a decrease in our country’s ability to protect our troops overseas.

In addition to responding to the challenges we face in protecting and preserving this important source of cargo for U.S.-flag vessel operations, we are working in support of a number of other critically important maritime initiatives. Most importantly, we are striving to ensure that the proposed cuts in federal spending do not affect the funding needed to fully implement the Maritime Security Program (MSP) in the next fiscal year.

To this end, we are working with the bipartisan leadership of the House of Representatives Committee on Armed Services to make sure that Congress approves and appropriates the money requested by the President to support the continued operation of MSP’s 60-ship maritime security fleet of U.S.-flag militarily useful commercial vessels.

In a letter being circulated in the House, Committee Chairman Buck McKeon (R-Calif.) and the Committee’s Ranking Democrat, Congressman Adam Smith (Wash.) reminded those who are working to cut the federal budget that, “the likely cost to the government to replicate just the vessel capacity provided by the MSP dry cargo vessels would be $13 billion . . . [and] an additional $52 billion to replicate the global intermodal system” that is made available to the Department of Defense by MSP participants. They further remind their colleagues that in, contrast, “the commercial maritime industry, through the MSP, will provide the

"The movement of international food aid has been a major contributor to the cargo we have moved under the cargo preference law that our U.S. commercial sealift industry depends on. Any reductions will have to be offset in other ways to maintain current Department of Defense sealift readiness." — Gen. Duncan McNabb
Department of Defense with these same vessels and crews and global intermodal system at a cost to the taxpayer of $186 million in Fiscal Year 2012, a fraction of what it would cost our government to do the job itself.” (emphasis added).

We are also renewing our efforts to achieve long-overdue and much-needed maritime tax reform. For far too long, the tax code has discouraged the construction and operation of U.S.-flag commercial vessels, serving instead to encourage companies to bypass U.S.-flag shipping operations. One such area in the tax code that cries out for immediate action pertains to the application of the existing Harbor Maintenance Tax (HMT) on the waterborne carriage of cargo between American ports.

Today, the HMT is imposed on imported cargo entering a U.S. port. If the cargo is loaded onto a railroad car or truck for transportation to its domestic destination, it is not taxed again. However, if this same cargo is loaded onto a vessel for transportation along our coasts to another U.S. port, it is taxed again upon its arrival at its next domestic destination. The double taxation of waterborne cargo under the HMT discourages shippers from using vessels and impedes the development of a marine highway system.

The use of U.S.-flag vessels for the carriage of cargo along our coasts, inland waterways and on our Great Lakes is a cost-effective, efficient, and environmentally sound way to supplement and complement the rail and truck traffic that is already pushed to capacity in most major transportation corridors. The U.S. marine highway system offers shippers an additional means to transport the ever-increasing volumes of imported cargo expected to move between American ports in the coming years. Most importantly, by moving this cargo by vessel, we will not be adding to the congestion that plagues our nation’s surface transportation systems.

Legislation has been introduced to end this double taxation and the resulting economic disincentive to moving cargo by ship along America’s coasts and on the Great Lakes and St. Lawrence Seaway system. Congressmen Pat Tiberi (R-Ohio), Brian Higgins (D-N.Y.) and Steve LaTourette (R-Ohio) have introduced HR 1533. In a letter to their colleagues, the three congressmen noted that enacting HR 3486 “would encourage job creation and continue developing the United States shipping industry.”

Higgins added that, "by enacting HR 1533 and giving cargo shippers an incentive to move cargo by water, Congress would enhance our short sea shipping industry, reduce current highway congestion, improve the flow of commerce, and reduce air pollution generated by ground transportation.”

The legislation to end the double taxation on waterborne cargo under the HMT is pending before the House Committee on Ways and Means, which is the committee that has jurisdiction over taxes and the tax code in the House of Representatives.

“The commercial maritime industry, through the MSP, will provide the Department of Defense with these same vessels and crews and global intermodal system at a cost to the taxpayer of $186 million in Fiscal Year 2012, a fraction of what it would cost our government to do the job itself.” — Reps. Buck McKeon and Adam Smith

In short, as the 112th Congress continues its work, we will intensify our efforts to educate and inform the members of the House of Representatives and Senate about our industry, the American jobs it supports and the military, economic and homeland security benefits it provides. We will fight to preserve the Jones Act, urge full funding for the Maritime Security Program, make sure that at least a portion of U.S. taxpayer-financed cargoes are transported on U.S.-flag vessels, and advocate for changes in America’s tax laws to encourage—rather than discourage—the operation of U.S.-flag vessels and the employment of American mariners.

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

The challenge is great. And there are extremely powerful interests that stand to gain economically if U.S.-flag shipping programs are eliminated and foreign vessels gain total control over the carriage of America’s foreign and domestic commerce. To this end, we must continue to support those who support us and our industry by contributing to the MM&P Political Contribution Fund (PCF).

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

We all have a responsibility to get involved and to do the most and the best that we can. Contributing to the MM&P PCF is one of the best ways that we can all be involved.
Board of Trustees Meetings
The last 2011 meeting of the Board of Trustees is scheduled for Sept. 27-29. The Trustees have also tentatively agreed to the meeting schedule for next year. The 2012 meetings are scheduled to be held: Jan. 31–Feb. 2; June 5–7; and Oct. 2–4. All the meetings will be held at the Maritime Institute of Technology and Graduate Studies (MITAGS).

Attention All Participants!
Plan Office Mailings
Over the past few months, the Plan Office has been required to send a number of important notices to participants in the Health & Benefit Plan, the Pension Plan and the Individual Retirement Account Plan.

After each of these mailings, the Plan Office has received some of the notices back by return mail. The participants’ mail is being returned because they have moved and the Post Office will not forward their mail if it has been more than six months.

Please allow us to serve you better by notifying us of your change of address.

Health & Benefit Plan
Offshore Scholarship Program
Applications for the 2012-13 Offshore Scholarship Program are now available for eligible dependent children of eligible Offshore members and co-pay pensioners in good standing. Applicants must be high school seniors during the 2012-13 school year. Please contact Madeline Petrelli at the Plan Office at (410) 850-8615 to request an application packet. Completed applications must be returned to the Plan Office by Nov. 30, 2011, in order for them to be submitted for review and processing by the Scholarship Recognition Award Program in Princeton, N.J. The Scholarship Recognition Award Program will review the qualifications of all applicants and then select the winners. The names of the winners will be presented to the Trustees for final approval at the Board’s June 2012 meeting.

Individual Retirement Account Plan
Important IRAP and 401K Information
In late April, the Plan Office mailed to each participant in the Individual Retirement Account Plan (IRAP) and 401(k) Plan information regarding changes to the Vanguard investment lineup and changes to the 401(k) Fidelity lineup. We also faxed this information to each Port Office for posting.

Vanguard
New Funds
The following funds will be available to participants in the MM&P Individual Retirement Account Plan beginning June 1, 2011:

- **PIMCO Total Return Fund Institutional Class** (PTTRX) is a bond fund that seeks maximum total return, consistent with preservation of capital and prudent investment management.

- **John Hancock Large Cap Equity Fund Class I** (JLVIX) is a stock fund that seeks long-term capital appreciation. As sub-advisor to the fund, Manulife Asset Management makes all investment and portfolio management decisions in the management of this large-cap, growth-oriented, equity fund.

Fund Closed to New Contributions
New contributions will not be accepted into the **Chase Growth Fund** (CHAXX) in your plan beginning June 1, 2011. If you have a balance in Chase Growth Fund, it will remain in the fund. If you direct future contributions to the fund, your contributions will be redirected automatically to the new John Hancock Large Cap Equity Fund Class I unless you redirect your contributions into other funds by 4 p.m., Eastern Time, on June 1, 2011.
Connect With Vanguard
You can access your account, research funds or obtain more information:
- **Online.** Log on to your account at vanguard.com anytime. To register for immediate, secure online account access, you will need your plan number: 091220.
- **By phone.** Call Vanguard’s 24-hour interactive VOICE Network at 800-523-1188. To use VOICE, you will need the personal identification number (PIN) Vanguard mailed to you.
- **With personal assistance.** Vanguard Participant Services associates are available at 800-523-1188 Monday through Friday from 8:30 a.m. to 9 p.m., Eastern Time.

**Fidelity 401(k)**

**New Investment Option**
Effective as of the market close (generally 4 p.m. Eastern Time) on June 1, 2011, a new investment option will be added to the investment lineup. Your new investment option is: John Hancock Large Cap Equity Fund Class Institutional.

**Investment Option Being Frozen**
Effective as of the market close (generally 4 p.m. Eastern Time) on June 1, 2011, contributions into the investment shown below under **Old Investment Option** will be frozen to new investments (new contributions or exchanges in) under the Masters, Mates, & Pilots IRAP/401(k) Plan. All future contributions in this investment option will be transferred to the investment option shown below under **New Investment Option.** Any balances in the investment option being frozen can remain invested in this option.

<table>
<thead>
<tr>
<th>Old Investment Option</th>
<th>New Investment Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chase Growth Fund Class N Shares</td>
<td>John Hancock Large Cap Equity Fund Class Institutional</td>
</tr>
</tbody>
</table>

**Action to Consider**
If you do not want your **current contributions** to transfer to the investment option shown above, you must contact Fidelity before 4:00 p.m. Eastern Time on June 1, 2011. You can do so by logging on to Fidelity NetBenefits at www.fidelity.com/atwork or calling toll free 1-866-84-UNION (1-866-848-6466), Monday through Friday (excluding New York Stock Exchange holidays) between 8:00 a.m. and midnight Eastern Time to speak with a Service Center Representative.

**Death of Stephen P. Maher**
Former Administrator of the Plans

We are saddened to report that Stephen P. Maher died on April 20 at the age of 90. Many of our long-term members will remember Stephen Maher, who for many years, until his retirement in 1984, was the administrator of the benefit plans. As the administrator, Stephen Maher oversaw the development of the Maritime Institute of Technology and Graduate Studies (MITAGS), the Plan Office building and the relocation of the benefit plans from New York City to Linthicum Heights, Md. He was predeceased by his wife, Kathleen. He is survived by his five children and their spouses. He is also survived by 14 grandchildren and nine great-grandchildren. He kept in touch with the Plan Office and spoke to me personally in February of this year. He will be sorely missed by his co-workers at the Plan Office, who remained his friends throughout the years. We all extend our condolences to his family.
Plan Amendments

The following Plan amendments were adopted by the Board of Trustees at the Feb. 2-3, 2011 meeting:

AMENDMENT NO. 115 TO THE M.M. & P. HEALTH & BENEFIT PLAN RULES AND REGULATIONS

1) Article I (Definitions), Section 10.A (Dependent – Child or Children) shall be amended in its entirety, effective January 1, 2011, to read as follows:

A. Child or Children

1. Each natural child, adopted child, child placed for adoption or step-child of an Eligible Employee or Pensioner or each child for whom the Participant has been named the legal guardian by court order who is under 26 years of age, provided that any such child over the age of 19 does not have health coverage available to him by his or his spouse’s employer; provided further, however, that any such child over the age of 19 and under age 23 who may have health coverage available to him by his employer would still be eligible for coverage under this Plan if he is a full-time student and dependent on the Eligible Employee or Pensioner for support. A full-time student shall mean a student taking at least twelve (12) course credits at an accredited educational institution or licensed vocational school. Notwithstanding anything herein to the contrary, effective January 1, 2010, if a Dependent child is on a medically necessary leave of absence from post-secondary school because of a serious injury or illness, coverage under this Plan will be extended to the Dependent during his or her leave of absence until the earlier of: (i) the one-year anniversary of the date on which the Dependent child’s leave of absence began, or (ii) the date on which the Dependent child’s coverage under the Plan would otherwise terminate (other than because the Dependent child is no longer a full-time student due to the medically necessary leave of absence). To be eligible for this extended coverage, the Plan Office must be provided with written certification from the Dependent child’s treating physician that his or her leave of absence from school is medically necessary and is a result of a serious illness or injury. The extended coverage will not be retroactive to the date on which the child’s coverage under this Plan began.

2. The term “Child” shall include any person who is over age 26 and unmarried and who, while covered as a Child as defined above and while under the age of 19, became and continues to be Totally and Permanently Disabled, provided that if the Eligible Employee’s or Pensioner’s eligibility herein terminates, the Totally and Permanently Disabled Child’s eligibility shall not terminate if such Child is eligible for coverage under Article III, Section 9.A.4 herein. For purposes of this subsection, Totally and Permanently Disabled shall mean a disabiling condition resulting from non-occupational injury or non-occupational disease which (1) prevents the individual from engaging in substantially all of the normal activities of a person of like age and sex in good health, and (2) renders the individual incapable of self-support. In no event, shall coverage under this section continue beyond the earlier of (i) termination of the Eligible Employee’s or Pensioner’s eligibility under this Plan, (ii) the individual becoming covered by any other group health benefit plan or policy or (iii) the individual no longer being wholly dependent upon the Eligible Employee or Pensioner for financial support.

3. Payment of benefits hereunder to a Child in the event the parents are divorced or separated, shall be governed by the provisions of Article V, Section 3(C)(2) herein.

2) Article I (Definitions), Section 10.E (Dependent – Special Rule for Participants Eligible for Benefits Under Article III, Section 4, Section 5, Section 8 and Section 10), is deleted in its entirety and replaced with a new Subsection E, effective January 1, 2011, to read as follows:

E. Notification Requirements

1. Participants must request an enrollment form from the Plan Office in writing within 60 days of an event calling for the addition of a Dependent as defined in this Section 10. Such an event shall include but not be limited to: initial enrollment; the addition of a Dependent, after a Participant first
becomes 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 loss of other group health plan coverage or health insurance policy coverage under which a Dependent was covered when initially offered the opportunity to enroll in the Plan. The Plan Office shall provide the appropriate forms after notification is received. No coverage under this Plan will be made available to Dependents pursuant to this paragraph unless the Plan Office receives the necessary enrollment forms and supporting documentation and is otherwise properly notified in writing of such an event within the 60 day notification period until January 1 following the next annual open enrollment period during November and December each year thereafter during which such Dependent shall be given the opportunity to enroll in the Plan.

2. Dependents who are between the ages of 19 and 26 must notify the Plan Office as soon as health coverage is made available to him by his or his spouse’s employer. Any Dependent, who is over age 19 and under age 23 and is a full time student and financially dependent on the Eligible Employee or Pensioner for support, must notify the Plan Office when health coverage is made available to him by his or his spouse’s employer and must provide proof of full time student status and financial dependency on the Eligible Employee or Pensioner. If any such Dependent fails to notify the Plan Office as soon as health coverage is made available to him by his or his spouse’s employer, as required herein, the Dependent’s health coverage under the Plan will be rescinded retroactive to the date such health coverage was made available. Furthermore, in accordance with Article II, Section 7 hereinafter, the Dependent and/or the Eligible Employee or Pensioner will be required to reimburse the Plan for any claims paid by the Plan Office as soon as health coverage is made available to him by his or his spouse’s employer and must provide proof of full time student status and financial dependency on the Eligible Employee or Pensioner. In the event of termination of such Dependent from such full time student status and/or ending of financial dependency, the Plan Office shall receive the necessary enrollment forms and supporting documentation and is otherwise properly notified in writing of such an event within the 60 day notification period until January 1 following the next annual open enrollment period during November and December each year thereafter during which such Dependent shall be given the opportunity to enroll in the Plan.

3) Article III (Eligibility), Section 14 (Special Rule Regarding Enrollment of Former Medicaid Participants) shall be amended, effective January 1, 2011, by deleting the bracketed text and by adding the underscored text in the first sentence of the first paragraph to read as follows:

“Effective [July 1, 1995] January 1, 2011, charges incurred in connection with treatment of alcoholism or substance abuse shall be limited to a maximum [lifetime] annual benefit of $30,000 [$750,000] per Covered Individual.”

5) Article IV (Covered Provisions), Part A (Comprehensive Major Medical Benefits), Section 5.E (Limitations) shall also be amended, effective January 1, 2011, by deleting the bracketed text and by adding the underscored text in the first sentence of the second paragraph to read as follows:

“[Effective August 1, 2008,] [c] Charges incurred in connection with treatment of alcoholism on an out-patient basis shall be payable subject to the maximum [lifetime] annual benefit set forth above provided.”

6) Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 5.G (Limitations) is amended, effective September 23, 2010, by adding a new paragraph at the end of that section to read as follows:

“Notwithstanding anything herein to the contrary, effective September 23, 2010, the lifetime maximums herein above are rescinded, but, effective January 1, 2011, the maximum reimbursement for Pensioners, retired Pilots and each of their eligible Dependents may not exceed $750,000 in any calendar year, which includes the treatment of alcoholism or substance abuse, unless the Plan receives a waiver from the Department of Health & Human Services (“HHS”) in which case the maximum annual limit for such individuals shall remain at $250,000 for each year for which a waiver is granted.”

7) Article IV (Benefit Provisions), Part C (Comprehensive Annual Physical Examination, Immunization, and MSG, Pre-Employment Physical Examination) shall be amended, effective January 1, 2011, by adding a sentence at the end of the first paragraph to read as follows:

“Effective January 1, 2011, each Covered Individual may receive an Annual Physical Examination. Reimbursement for Annual Physical Examinations shall be payable on a family basis as follows: (1) the first $1,250 per family per year shall not be subject to the Deductible Amount or Co-payment provisions of Part A of this Article, and (2) any charges above that amount shall be limited to the Reasonable Charge and be subject to the Deductible Amount and Co-payment provisions of Part A of this Article; provided, however, the reimbursement for an Annual Physical Examination for a Child under the age of 19, including immunizations administered to such Child, shall not be subject to the Deductible Amount or Co-payment provisions of Part A of this Article.”
8) Article IV (Benefit Provisions), Part F (Dental Benefits), Section 4.E (Exclusions) shall be amended, effective January 1, 2011, by adding language at the end of that subsection and before the semicolon to read as follows:

“, except for such treatment for a Child under the age of 19;”

9) Article IV (Benefit Provisions), Part F (Dental Benefits), Section 4.F.2 (Exclusions) shall be amended, effective January 1, 2011, by adding language after “years” and before “),” to read as follows:

“, except the maximum benefit of $1,000 shall not apply to such treatment for a Child under the age of 19;”

10) Article IV (Benefit Provisions), Part F (Dental Benefits), Section 4.O (Exclusions) shall be amended, effective January 1, 2011, by adding language at the end of that subsection and before the semicolon to read as follows:

“, except for such treatment for a Child under the age of 19;”

11) Article IV (Benefit Provisions), Part G (Vision Care Benefit) shall be amended, effective January 1, 2011, by adding a new section “D” to read as follows:

“D. Effective January 1, 2011, notwithstanding anything in A., B. and C. hereinabove to the contrary, the Plan will reimburse for one eye examination per year for a Child under the age of 19, and up to $280 for eyeglass frames and lenses and up to $200 for contact lenses every two years.”

12) Article IV (Benefit Provisions), Part H (Hearing Aid Benefit) shall be amended, effective January 1, 2011, by replacing the number “16” with the number “19”.

13) Article IV (Benefit Provisions), Part M (Benefits for Pensioners), Section 4.A.3 (General Provisions – Earnings Limitations for Pensioners Under Age 65) shall be amended by adding language to the end of that subsection to read as follows:

“Effective January 1, 2011, a Pensioner and his Dependent under the age of 65 shall report to the Plan Office at the beginning of the year or at the time they reasonably expect that they will exceed the Earnings Limitation for that year in which case they will not be eligible for benefits under the Plan for the remainder of that year. Furthermore, they will be presumed to exceed the Earnings Limitation for the following year unless they can demonstrate to the Plan Office otherwise. If such a Pensioner or his Dependent fails to report that they will exceed the Earnings Limitation in a year that they do, their coverage under the Plan will be rescinded retroactively to the beginning of the year and, in accordance with Article II, Section 7 hereinabove, the Pensioner or his Dependent will be required to reimburse the Plan for any claims paid by the Plan Office for claims incurred by them for that period their coverage is rescinded.”

AMENDMENT NO. 5 TO THE M.M. & P. PENSION PLAN THIRD RESTATED REGULATIONS

1) Section 1.16(c) is amended to read as follows, effective as of January 1, 2009:

The Applicable Interest Rate for any calendar year is the interest rate specified by section 417(e)(3)(C) of the Internal Revenue Code for the “lookback month”. The lookback month is the month in which the Applicable Interest Rate is lowest during the five-month period of August through December preceding the first day of the following calendar year.

2) Section 1.16(d) is amended to read as follows, effective as of January 1, 2009:

The Applicable Mortality Table is the table prescribed by the Internal Revenue Service in Notice 2008-85 or in any superseding guidance issued in accordance with section 417(e)(3)(B) of the Internal Revenue Code.

3) Section 1.16(e) is amended to read as follows, effective as of January 1, 2009:

Effective for distributions with annuity starting dates on or after December 31, 2002, notwithstanding any other Plan provisions to the contrary, the applicable mortality table used for purposes of adjusting any benefit or limitation under Code Sections 415(b)(2)(B), (C) or (D) and the applicable mortality table used for purposes of satisfying the requirements of Code Section 417(e) is the table prescribed by the Internal Revenue Service in Revenue Ruling 2001-62 or in any superseding guidance issued in accordance with Code Section 417(e)(3)(B). Any reference to the 1983 Group Annuity Mortality Table for purposes of the foregoing Code Sections shall also be construed as references to the table prescribed in accordance with Code Section 417(e)(3)(B).

4) Section 1.16(f) is deleted, effective as of January 1, 2009.

5) Section 6.02 is amended, effective as of October 1, 2004, by designating the current text as Subsection (a) and adding a new Subsection (b), to read as follows:

(b) Upon the receipt of an application for benefits, the Trustees will provide to the applicant a general description of the material features of, and an explanation of the relative values of, the optional forms of benefit available under the Plan in a manner that satisfies the requirements of section 417(a)(3) of the Internal Revenue Code and section 1.417(a)(3)-1 of the Treasury Regulations.
6) Section 6.07(a) is amended, effective as of January 1, 2009, by adding the following paragraph at the end thereof:

Notwithstanding any other provision of the Plan, all distributions will be made in accordance with the requirements of sections 1.401(a)(9)-1 through 1.401(a)(9)-9 of the regulations under section 401(a)(9) of the Internal Revenue Code, including the incidental benefit requirements of section 401(a)(9)(G).

**AMENDMENT NO. 3 TO THE M.M. & P. INDIVIDUAL RETIREMENT ACCOUNT PLAN**

**THIRD RESTATED REGULATIONS**

The Masters, Mates & Pilots 401(k) Arrangement is amended, effective as of November 1, 2010, as follows:

1. Article I (Definitions) is amended by the addition of Sections 1.34 and 1.35, to read as follows:

**Section 1.34 Matching Contribution Account**

The term “Matching Contribution Account” means the portion of a Participant’s Tax Deferred Savings Account established to hold Matching Contributions made with respect to his elective deferrals in accordance with Section 2.3(f).

**Section 1.35 Matching Contribution**

The term “Matching Contribution” means an Employer contribution that is contingent upon a Participant’s making of an elective deferral under Section 2.3.

2. Article II (Eligibility and Participation), Section 2.3 (Participation and Deferral Elections) is amended by the addition of a new Paragraph (f), to read as follows:

(f) If so provided in its Collective Bargaining Agreement, an Employer shall make Matching Contributions in the amount required by the Agreement. Matching Contributions with respect to elective deferrals during any Plan Year must be forwarded to the Fund no later than twelve (12) months after the end of that year (or sooner, if required by the Agreement). Matching Contributions may be made only for Employees covered by collective bargaining. Matching Contributions are fully vested at all times.

3. Article III (Tax-Deferred Savings Accounts), Section 3.1 (Creation of Accounts) is amended by modifying the last sentence to read as follows:

Within a Participant’s Tax-Deferred Savings Account, Sections 3.2 and 3.3 shall be applied separately to his Pre-Tax Contribution Account, his Matching Contribution Account and his Roth Account.

4. Article III (Tax-Deferred Savings Accounts), Section 3.4 (Investment Options) is amended by adding the following sentence to the end of Paragraph (b):

A Participant may make separate investment elections for (a) his Pre-Tax Contribution Account and Matching Contribution Account, in combination, and (b) his Roth Account.

5. Article IV (Benefit Payments), Section 4.2 (Benefit Upon Retirement) is amended by adding the following sentence at the end thereof:

The Participant’s election with respect to his Pre-Tax Contribution Account will also apply to his Matching Contribution Account.

6. Article IV (Benefit Payments), Section 4.6 (Benefits Due to Financial Hardship) is amended by adding the following sentence to the end of Paragraph (c):

Hardship withdrawals may not be made from Matching Contribution Accounts.

7. Article IV (Benefit Payments), Section 4.8 (Loans to Participants) is amended by modifying Paragraph (a) to read as follows:

The principal of the loan may not be less than $1,000 and may not exceed the lesser of (1) $50,000, reduced by the Participant’s highest outstanding indebtedness to the Plan during the preceding 12 month period or (2) 50% of the Participant’s interest in his Tax Deferred Savings Account (excluding his Matching Contribution Account), reduced by any outstanding indebtedness to the Plan at the time when the loan is made.

**AMENDMENT NO. 14 TO THE M.M. & P. VACATION PLAN REGULATIONS**

1) Article II (Benefits and Eligibility), Section 2.06 (Bank Days) is amended by adding the following new paragraph at the end of that section to read as follows:

“Notwithstanding anything herein to the contrary, effective for all Covered Employment on and after September 23, 2010, all Employees may elect to bank up to 60 days of their vacation benefits earned while taking a minimum of 30 days of vacation except as otherwise provided herein.”

2) Article II (Benefits and Eligibility), Section 2.07 (Banking of Overtime Converted Days) is amended effective September 23, 2010, by replacing the number “45” with the number “60”.
Congratulations Recent Graduates!

Trevor Battles
Trevor joined MM&P in 2004, after graduating from the U.S. Merchant Marine Academy at Kings Point. He lives in Charleston, S.C., with his wife, Kaylan, and their children Mackenzie and Wolfgang. Trevor enjoys “Fist Pumping at the Jersey Shore” and working as a seamanship consultant for the TV show “Whale Wars.” He completed all Chief Mate and Master courses on Sept. 3, 2010. “I would like to thank everybody for putting up with me for 12 weeks this year,” he says. “I would also like to congratulate Mary Matlock on her recent parole after a 35+ year sentence. Enjoy your retirement, Mary!”

Edward Markuske
Edward joined MM&P in 2008, after graduating from Maine Maritime College. He lives in St. Petersburg, Fla., and ships out of MM&P’s Tampa Hall. In his free time, he enjoys taking his two-year-old dog, Zuko, to the beach, going to hockey games and just spending time at home. “Thanks to my family and to MITAGS for getting me motivated,” he says. Edward completed all Chief Mate and Master courses on May 6, 2011.

Benson Peretti
Benson joined MM&P in 2004, after graduating from the U.S. Merchant Marine Academy at Kings Point. He lives on Peaks Island, Maine, with his wife, Lori. Benson ships out of MM&P’s Los Angeles/Long Beach Hall. He completed all Chief Mate and Master courses on March 18, 2011.

Morgan Huffman Densley

Vitaly E. Kuznetsoff
Vitaly graduated from the State University of New York Maritime College in 2003 and joined MM&P in 2005. He lives in East Brunswick, N.J., and ships out of MM&P’s New York/New Jersey Hall. His favorite hobby is playing the guitar. In his free time, he also enjoys travel, family get-togethers, ice skating and watching hockey games. He is a big fan of the New Jersey Devils. Vitaly completed all Chief Mate and Master courses on Nov. 19, 2010.
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Leo Blackton, 88, died March 5. A resident of Houston and a pensioner since 1985, he last sailed for Sealand Service Inc. as third mate on the Sealand Venture. He loved gardening, fishing, travel and the sea. He served on Liberty ships during World War II in the Pacific, the Atlantic and the Middle East. His nephew, Steven, and his friends of many years, Archie, Sylvia, Alva, Ed and Jim, survive him.

William T. Boyland, 86, died Feb. 17. A pensioner since 1962 and a resident of El Cerrito, Calif., he last sailed for American President Lines Inc. as third mate on the President Tyler.

Robert C. Broseker, 90, died March 25. A resident of Babylon, N.Y., and a pensioner since 1985, he last sailed for Sealand Service Inc. as chief mate on the SS Baltimore. He enjoyed the Fred Shore Beach Club and watching football. His daughters Patricia and Barbara, son, Robert Jr., and grandchildren, Mark and Lauren, survive him.

John T. Burgess, 93, died Sept. 1. A pensioner since 1962 and a resident of North Yorkshire, England, he last sailed as second mate on the SS George S. Long. His wife, Mary, four daughters, a son and 13 grandchildren survive him.

Harry L. Coker, 82, died April 11. For 41 years, he worked as a pilot, serving the ports of Galveston and Texas City. He served as president of the Propeller Club for the Port of Galveston, president of the Texas Pilot Association and a trustee for the Texas Pilots Association. During his career as an active pilot, he was recognized for professional excellence by the Texas Senate. He is survived by: his wife of 56 years, Nancy; three sons, Terry, Oma and John; daughter, Mary; 10 grandchildren; and 10 great-grandchildren survive him.

Dennis E. Crowley, 74, died Feb. 12. A resident of La Place, La., he last sailed for AHL Shipping Company as QMED on the Anasazi.

John P. Dinkins, 80, died March 8. A pensioner since 1996 and a resident of Cape Girardeau, Mo., he last sailed for Waterman Steamship Company as third mate on the Stonewall Jackson. After his retirement, he raised cattle. He enjoyed riding his ATV with his dog, Mooney, and spending time at his church. He is survived by: three daughters, Becky, Beverly and Tara; five grandchildren; one great-granddaughter; and ex-wife friend and caregiver, Mary.

Eric P. Franzen, 62, died Feb. 20. A pensioner since 2006 and a resident of Mesa, Ariz., he last sailed for Sealand Service Inc. as master of the Sealand Commitment. He enjoyed spending time with family, Mass. Maritime classmates and shipmates. He loved to downhill ski, do genealogy research, fish and sing in his church choir. He was a steadfast union member and a staunch supporter of the Masters, Mates & Pilots. He is survived by: his wife, Brenda; daughters, Kimberly and Keli; three sons, Paul, Preston and Carl; 13 grandchildren; two brothers; and a sister.

William Gilbreath, 85, died March 3. A pensioner since 1989 and a resident of Haines City, Fla., he last sailed for OMI as third mate on the OMI Champion. He liked to fish, travel and cook. His son, Jerry, daughter, Margaret, and two grandchildren survive him.

Alden Hoskin, 86, died Jan. 18. A resident of Kendall Park, N.J., and a pensioner since 1996, he last sailed for Sealand Service Inc. as master of the SS Newark Bay. He served in the Navy during World War II. In retirement, he enjoyed playing golf and flying his Cessna. His daughter, Gabriella, son, William and brother, George, survive him.
Myers W. Jay, 95, died Feb. 1. A pensioner since 1976 and a resident of Annapolis, Md., he last sailed for Ogden Marine as third mate on the Merrimac. Upon retiring he lived in a log cabin with his wife in Corea, Maine. He enjoyed activities with his church and was able to go on a cruise with his family on the restored Liberty ship, the SS John Brown.

Darrell Jones, 46, died Feb. 27. A resident of the Philippines, he last sailed for Waterman Steamship Company as chief mate on the USNS Maj. Stephen W. Pless.

Francis J. Lewis, 75, died March 25. A pensioner since 1994 and a resident of San Francisco, he last sailed for Matson Navigation Co. as third mate on the Kaimoku.

Richard R. Marcus, 86, died Feb. 6. A pensioner since 1989 and a resident of Boynton Beach, Fla., he last sailed for Marine Transport Lines as master of the SS Alaskan. He served in the American Merchant Marine during World War II, in Vietnam and in the Persian Gulf. He is survived by: his wife of 61 years, Erika; daughters, Linda and Kathleen; two grandchildren; and many cousins.

Donald F. Miley, 90, died March 2. A resident of Lopez, Wash., and a pensioner since 1978, he last sailed for Sealand Service Inc. as master of the Sealand Galloway.

Robert J. O’Donnell, 88, died Jan. 18. A resident of Sea Level, N.C., and a pensioner since 1987, he last sailed for Sealand Service Inc. as second mate on the SS St. Louis. An avid reader, he also loved photography and spending time with his family. He is survived by: a son, Robert; daughters, Yvonne and Linda; 14 grandchildren; and eight great-grandchildren.


Jose Pires, 89, died March 4. A resident of Tampa, Fla., and a pensioner since 1981, he last sailed for Sealand Service Inc. as third mate on the Sealand Jacksonville.

Michael P. Polletta, 78, died Feb. 10. A pensioner since 1995 and a resident of E. Kingston, N.H., he last sailed for Farrell Lines Inc. as master of the Resolute. He enjoyed fixing clocks, raising chickens and driving his tractor. His wife, Ardith, and sons, Michael and Jonathan, survive him.

John L. Potts, 88, died Jan. 31. A resident of Chillicothe, Texas, and a pensioner since 1983, he last sailed for Lykes Brothers Steamship Company as master of the SS Stella Lykes. His wife, Myna, survives him.

Kenneth D. Shoberg, 84, died Nov. 9. A resident of Riverside, Calif., and a pensioner since 1984, he last sailed for Lykes Brothers Steamship Company as third mate on the SS Tyson Lykes. He enjoyed working and playing on the computer. He is survived by: his stepson, Robert; stepdaughter, Kathy; seven grandchildren; three great-grandchildren; and a cousin, Ron.

Michael P. Soehnlein, 65, died Feb. 1. A pensioner since 1987 and a resident of Raleigh, N.C., he last sailed for Lykes Brothers Steamship Company as master of the SS Marjorie Lykes.


Richard A. Sweeney, 77, died March 21. A pensioner since 1999 and a resident of Staten Island, N.Y., he last sailed for Navieras as third mate on the Mayaguez.

Herbert L. Sweet, 81, died Jan. 30. A resident of Palatka, Fla., and a pensioner since 1987, he last sailed for Lykes Brothers Steamship Company as third mate on the SS Mallory Lykes. He enjoyed reading, especially about history. He is survived by: his sister, Norma; his niece, Susan; his special friend, Polly; two great-nieces; and a great-nephew.

Harvey Terwilliger, 81, died Aug. 1. A pensioner since 1987 and a resident of Bethel Springs, Tenn., he last sailed for United States Lines as master of the American Lancer.

Alvin E. Webber, 88, died March 8. A resident of San Andreas, Calif., and a pensioner since 1988, he last sailed for Sealand Service Inc. as third mate on the Sealand Defender.
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