Horizon Reliance Officers and Crew in Dramatic Rescue

Call for 84th MM&P Regular and Nominating Convention
Alaska Marine Pilots Orchestrate Fuel Delivery to Nome
MM&P Backs Federal Dredge Employees in Oregon Tax Dispute
The Master, Pilot and Port State Relationship
News Briefs
Horizon Reliance officers and crew pluck three from Pacific in dramatic rescue; Alaska Marine Pilots play central role in Nome fuel delivery expedition; MM&P backs federal dredge employees in Oregon tax dispute; MM&P-crewed Green Wave completes annual Antarctica resupply; MM&P salutes professionalism of our members aboard Obregon, USNS Maj. Stephen W. Pless and Sgt. Matej Kocak.

News From MITAGS
Great Lakes mariners attend Designated Duty Engineer and License Advancement Program at MITAGS; Management, Communication and Leadership Course profiled in Fairplay’s “Safety at Sea” magazine.

The Master, Pilot and Port State Relationship
This feature article corrects some common misconceptions about the relationship between the compulsory pilot and the ship’s master. It also offers a look at how the evolution of e-navigation may affect the role of ship’s navigator.

MM&P Health & Benefit Plans
Long-term care insurance open enrollment; voluntary disability insurance; wellness benefits; IRAP open enrollment period.

MM&P Convention Insert

MM&P Directory

Cross’d the Final Bar

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About the Cover
MM&P member Miri Skoriak took this photo while sailing as second mate aboard APL Singapore as the ship approached the Tsugaru Strait (Japan). Capt. George Werddan, Chief Mate Ryan Evans and Third Mate Mark Michals were also sailing aboard APL Singapore when the photo was taken.

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.
**Horizon Reliance Plucks Three From Pacific In Breathtaking, Night-Time Rescue**

The officers and crew of *Horizon Reliance* saved the lives of three people whose sailboat had lost all means of propulsion in a rough winter storm about 140 miles northeast of Hilo, Hawaii, on Feb. 8. *Horizon Reliance* Master James Kelleher Jr. and his 28-person crew carried out the rescue at night, in extremely adverse conditions, with winds gusting 55 miles an hour and waves ranging 20-25 feet.

Along with Capt. Kelleher, the MM&P members who participated in the dramatic rescue were Chief Mate Steven Itson, Second Mate Mark Lloyd and Third Mate Scott Phelps. Members of the Marine Engineers’ Beneficial Association (MEBA) and the Seafarers’ International Union (SIU) played crucial roles in the operation—a combination of masterful shiphandling, tenacity and teamwork—in the face of tremendous odds.

“It was incredible it turned out the way it did,” said one of the rescued men, Bradley James, who had been traveling in the sailboat from Puerto Vallarta, Mexico, to Hawaii, with his nine-year-old son, West, and brother, Mitch.

Chief Mate Steven Itson was on watch when *Horizon Reliance* received a call from the Coast Guard stating that the sailing vessel *Liahona* was in need of assistance. Capt. Kelleher altered course to intercept the position, 1475 miles away. The *Reliance* sighted the sailboat at 0103 hours, in rapidly deteriorating weather conditions, with winds gusting to 55 knots and seas running in excess of 20 feet. “At no time did we ever pick up the sailboat on either the X-band or S-band radars due to the seas and the fact that the fiberglass hull was so close to water’s edge,” the captain said.

The vessel was slowed to maneuvering speed and all hands mustered on the main deck, the forecastle head, the bridge and in the engine room. The officers planned to maneuver the vessel alongside the sailboat and try to make a lee, then use a line-throwing apparatus and finally a combination ladder to bring the three onboard. The back-up plan was to maneuver the sailboat further aft and use the vessel’s stores cranes to hoist them aboard.

“The sailboat began sinking and within a very short time had dropped below the surface... The three individuals in the water began drifting apart, two towards the bow and one towards the vessel’s starboard side.”

“The sailboat was lying broadside to the wind and seas, unable to maneuver, basically perpendicular to the vessel’s approach to the southwest on a heading of 215 degrees,” according to the captain’s report. He maneuvered the vessel with the sailboat on the port bow, directly into the wind and seas, and approached at a speed of approximately 1.5 knots. The bow thruster was enabled at this point to assist with the maneuver. When the sailboat was close aboard at an estimated distance of 1/8th of a mile, the master began to turn to port, using the rudder and bow thruster.

“The vessel began to turn slowly as the sailboat was suddenly heaved up by a large wave and fell in the trough,” the report continues. “Then the motion repeated a second time. The sailboat was propelled towards the ship as the winds caught the bow and forward superstructure of the vessel. The sailboat fell off the wind to port and this motion could not be checked by the rudder or bow thruster. The bulbous bow pitched deeply and rose completely out of the water in a deep wave, rising up and striking the forward portion of the sailboat. The bow continued to fall off the wind to port and the sailboat drifted aft alongside the starboard side of the vessel close aboard.”

“Line-throwing projectiles were fired, but the three individuals on the boat, all located aft in the cockpit, did not notice or were unable to retrieve the line. The sailboat began sinking and within a very short timeframe had dropped below the surface of the water. The three individuals began drifting apart, two towards the bow and one towards the vessel’s starboard side. Lines and life rings were deployed, and Mitchell James was able to grab hold of one of these lines. He was quickly brought alongside below the forecastle head of the starboard bow. Lines were quickly run outboard and around the house and Mitchell was brought beneath...
the starboard pilot combination ladder. He climbed the ladder and was then assisted up the gangway to safety on the main deck at 0230 hours.”

“The two other individuals, West and Bradley James, had drifted rapidly forward around the pitching bulbous bow and were swept to port by the wind and seas,” the captain’s report continued. “Seeing them separating and moving away, the master ordered two lookouts to watch them, or their water lights, with a spotlight affixed to them. The chief mate ordered an AB to do the same from the forecastle deck. We never lost sight of them despite the distance and the reduced visibility from the driving rain that had begun as the expected cold front reached the vessel from the west.”

“The wind shifted 90 degrees to the northwest and began gusting to well over 55 knots. The master maneuvered the vessel to maintain a safe platform for Mitchell to board upon, then immediately began a turn to port once he was aboard. The vessel approached the two individuals still in the water as quickly as possible. On approach to their position, the winds forced the bow to port and the combination of bow thruster, rudder and engine were unable to bring the bow to starboard. The two individuals remained off the starboard bow in close proximity, but the master was unable to bring the vessel any closer. Repeated attempts to reach them with the line-throwing appliance failed.”

“With no other option, the master began a series of backing and filling maneuvers using the rudder, engine and bow thruster to try to bring the bow to starboard and closer to the two people in the water. They were drifting away at a faster pace than the vessel drifted, and their distance was increasing. Visibility was extremely limited in the driving rain and we were beginning to have difficulty maintaining a visual line of sight on them.”

“Visibility was extremely limited in the driving rain and we were beginning to have difficulty maintaining a visual line of sight on the two people in the water.”

“After approximately 30 minutes, the backing and filling maneuver, along with hard over rudder commands and the thruster full to starboard, the vessel finally began to work its way into the wind and eventually turned to starboard. The speed was again checked with astern bells to not overshoot the two individuals in the water. Once the bow fell off the wind to starboard, it began to rapidly turn. The thruster was put full to port, speed checked, and a line to West and Bradley James was secured at 0318 hours. The vessel remained dead in the water as they were maneuvered alongside and to the pilot combination ladder. At 0324 hours both West and Bradley James were safely brought aboard the main deck of the vessel.”

The three Canadians were examined and nine-year-old West James was treated for mild hypothermia. He recovered quickly. All were given dry clothes, fed a hot meal and were in excellent spirits, alert and in good shape overall.

“There was a while there we didn’t think we’d step foot on land again,” Bradley James said. “When I got up there on the ladder, they got me out of the life ring and got me ready to board the boat. And it was just a gauntlet of happiness. There was tons of people there, and it was all these grown men, and most of us had tears in our eyes. And from that point on, I just came to realize what this was. And how difficult this was. And how incredible it turned out the way it did.”

“We are thankful the Horizon Reliance was in the right place at the right time to come to the aid of these individuals,” said William A. Hamlin, Horizon Lines senior vice-president of operations. “We commend Capt. Kelleher and his crew for their skilled seamanship in accomplishing a successful rescue despite very adverse weather conditions.”

Capt. Kelleher, MM&P, MEBA and SIU mariners aboard the Horizon Reliance received a letter of congratulations from the MM&P International President and the other members of the union’s General Executive Board. “MM&P salutes the seamanship and professional skill of Capt. Kelleher, the mates, engineers and entire crew of the Horizon Reliance,” he wrote. “Your successful rescue of three mariners from the sea at night in storm conditions is in the finest tradition the U.S. Merchant Marine and American seafaring labor. Your MM&P brothers and sisters salute you: an amazing job, well done.”
Alaska Marine Pilots Play Pivotal Role In Nome Fuel Delivery

In January, members of the MM&P Pilot Membership Group were central to the success of a dramatic voyage across the Bering Sea to deliver 1.3 million gallons of fuel to the iced-in western Alaska city of Nome. To provide fuel to the town, which would have run out completely by March or April, the Russian tanker *Renda* set out on a 5,000 mile journey from Russia in mid-December, picking up diesel fuel in South Korea before heading to Dutch Harbor, Alaska.

The Alaska Marine Pilots were heavily involved in all stages of planning and execution of the project, lending much needed expertise. MM&P member Capt. Peter Garay was on *Renda* for the entire voyage from Dutch Harbor, serving as the communications link between the Russian crew and the Coast Guard icebreaker *Healy*. “Garay was the de facto navigator for the enterprise the entire time the vessel was moving through the approximately 300 miles of pack ice between Nome and the open sea,” said American Pilots Association Executive Director Paul Kirchner. “This was a job extremely well-done.” Garay also served as the compulsory state pilot once the tanker reached pilotage waters.

The week-long voyage in frigid temperatures, through 1.5 meter thick ice, is detailed in a film that has been posted to You Tube, “Historic Fuel Delivery to Nome,” at tiny.cc/Nome.

Convention Call
84th MM&P Regular and Nominating Convention
July 23-25, 2012

In accordance with Article IV, Section 2, of the International Constitution, you are hereby notified that a Regular Convention of the MM&P will be convened at 10:00 am on Monday, July 23, 2012. The Convention will be held at the Maritime Institute of Technology and Graduate Studies, 692 Maritime Boulevard, Linthicum Heights, MD 21090. Nominations for elected officers will be made at this Convention.

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

Please note that in accordance with the Election Notice, a two-year membership requirement has been established for eligibility to run for office. An explanation of this requirement and the complete Election Notice are posted in the Members Only section of www.bridgedeck.org and published on pages 15-20 of this issue of The Master, Mate & Pilot.
Green Wave Completes Annual Antarctica Resupply

The U.S. Navy Military Sealift Command-chartered container ship Green Wave departed McMurdo Station, Antarctica on Feb. 25 after delivering more than 6.8 million pounds of supplies in support of Operation Deep Freeze (ODF). ODF is the annual Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost. During this single mission, MSC ships deliver 100 percent of the fuel and about 80 percent of the supplies that researchers and support personnel who live and work across Antarctica need to survive and work during a year.

Typically, the MSC ships off-load their cargo at a 500-foot ice pier that juts out from the Antarctic coast. This year’s mission was one of the more challenging because of unfavorable weather conditions that made the ice pier at McMurdo unusable for dry cargo operations.

In lieu of the ice pier, Green Wave carried a disassembled modular causeway system from the U.S. Army’s 331st Transportation Company. Once safely anchored at McMurdo Station, Army personnel spent three days assembling the interlocking pieces of the causeway and powered modular warping tugs, which were craned off the ship individually and built into a floating dock capable of handling the ship’s load.

After the causeway was ready, Navy Cargo Handling Battalion One personnel worked around the clock for eight days to off-load Green Wave’s cargo, then load the ship with 391 pieces of cargo for transportation off the continent, including ice core samples to be carried back to the United States in sub-zero freezer containers.

Columbia River Bar Pilot Survives Icy Plunge

MM&P member Deborah Dempsey was rescued by the crew of the pilot boat Chinook in the early morning hours of March 5 after falling into the Pacific while transferring from a Greek-flagged grain ship. Dempsey fell into the water at night, while disembarking the Navios Ionian.

“She went into the water and was rescued almost immediately,” said Capt. Gary Lewin of the Columbia River Bar Pilots, who underlined the fact that pilot boat crews are well trained in open-water rescues. Dempsey was wearing a float suit with automatic strobe lights that begins transmitting a radio signal when it hits the water.

Typically, ships are brought down the Columbia to Astoria by a river pilot. At that point, it’s another 12 or 13 miles to the Columbia Bar, considered the most treacherous bar crossing in the world. “Deb had completed her job and the ship was going on with its load of grain and in the process, she ended up in the water,” Lewin told John Killen of The Oregonian.

Dempsey has been with the Columbia River Bar Pilots for nearly 20 years. Before that, she was among the first women to graduate from a U.S. maritime academy, earn an unlimited tonnage master’s license and command a merchant ship in international waters.

“Debbie is a consummate professional with many years of experience,” says Joanne Rideout, a journalist and photographer who produces “The Ship Report,” a daily podcast about ship traffic around the world. In the episode she produced following Dempsey’s accident, Rideout described the dangerous work of the bar pilots, who disembark as “the pilot ladder slides back and forth against the side of the ship, in darkness and with seas over a story high.”

In the podcast she recalled the January 2006 accident that took the life of Columbia Bar Pilot Capt. Kevin Murray, who died after falling into the Pacific and being swept away in the darkness.
Federal Dredge Employees Targeted By Oregon Tax Authorities Get MM&P Support

MM&P has pledged its support to professional mariners working aboard the federal dredges Yaquina and Essayons, some of whom are being unfairly assessed back taxes, interest and penalties by Oregon tax authorities—despite the fact that they reside in and pay income taxes to other states.

In 1990, Congress passed the Amtrak Reauthorization and Improvement Act, which exempts non-resident transportation workers from double taxation. Although the original Amtrak Act did not include mariners, Congress passed additional legislation—the Transportation Employee Fair Taxation Act of 1999, which was signed into law in 2000—that specifically exempts non-resident “waterway workers” from double taxation. Congress made yet another change to the law in 2010, to further clarify its intent to protect non-resident mariners from double taxation. (Specifically, Congress changed the wording in the Act from “the waters of more than one state” to “waters in two or more states.”)

Oregon tax authorities now contend that dredge employees are only covered by the Waterways Worker Exclusion when the vessel is working on the Columbia River. The state argues that by using the term “operating on the navigable waters of more than one state,” Congress intended to give a narrow exemption only to mariners working on the Columbia and Snake rivers, but not on other Oregon waterways and not when the vessel is tied up.

MM&P believes it was the intent of Congress to pass a broad exemption that would put mariners who work in multiple states on the same footing as other transportation workers. On that basis, the union has pledged its support to the mariners involved in this case.

Maritime Merits Bigger Role In Transportation Policy, Congressman Says

Congress should boost the maritime industry's role in the domestic transportation system, says Rep. Rob Wittman of Virginia. Among the priorities he says should be targeted for immediate action are shipbuilding, harbor and waterway dredging and the establishment of a marine highway system along the East Coast of the United States.

The second term congressman told members of the Washington, D.C., Propeller Club at their February meeting that the dearth of shipbuilding is eroding the country’s knowledge base in an area that is critical to our national defense. “There's nobody else who builds ships like we do in the U.S., but we're at the basic minimum of those needed skills,” he said. "Our country's industrial base is at its lowest state of sustainability.”

““The road we are traveling down is not in keeping with the threats we are facing around the world,” he said. “We're in a process now that's not being driven by strategy. It’s being driven 100 percent by budgets. And once the decision has been made, you can't press the 'reset' button.”

Besides investments in shipbuilding, Wittman called for “a vibrant marine component” in national transportation policy, and especially for investments in short sea shipping. “We have to have a marine highway up and down the East Coast to take trucks off the road,” he said. “And we must ensure that the Jones Act is in place and properly enforced.” The Jones Act is the body of law that ensures that America’s coast-wise trade is carried on U.S.-flag ships, built in the United States and crewed by U.S.-citizen mariners.

Wittman also said he is working with Louisiana Congressman Charles Boustany to promote passage of the Realize America’s Maritime Promise (RAMP) Act, a bipartisan bill to promote much-needed harbor maintenance and dredging in American ports.

MM&P Government Fleet Rep Meets With Portland USACE Mates

Members of the MM&P Federal Membership Group (FEMG) serving aboard the federal dredges Essayons and Yaquina met with MM&P Government Fleet Representative Randi Ciszewski during the annual U.S. Army Corps of Engineers (USACE) masters’ meeting. “We addressed concerns regarding unilateral changes effected by USACE headquarters,” Ciszewski said. In particular, the union recently prevailed in a case involving an attempt by USACE to repudiate the decades-old certification of representative awarded to MM&P by the FLRA for towboat and tender masters and assistant masters. “I’m hopeful our management partners will settle concerns regarding subsistence, quarters, transportation and travel in a prudent and timely manner, so as to avoid unnecessary litigation,” Ciszewski said.
MM&P Members Finish Strong Aboard Obregon

MM&P members aboard USNS PFC Eugene A. Obregon were proud participants in Exercise Bold Alligator 2012, the largest naval amphibious exercise in the past 10 years. The joint Navy-Marine Corps exercise involved the full range of amphibious operations. Participants included 25 ships and 20,000 people: U.S. sailors and marines, units from the United Kingdom, Canada, France, Australia and the Netherlands, as well as Maritime Prepositioning Force ships and their civilian crews.

With only two weeks remaining on the operating contract for MM&P members aboard the Obregon, the ship sailed from Newport News under the command of Capt. Don Agold and successfully completed its mission in the finest tradition of MM&P. After approximately 27 years under contract with Waterman Steamship Corporation, the operating contract for the MSC-owned ship was awarded to Keystone Prepositioning Services Inc.

LDOs sailing with Capt. Agold during Bold Alligator were Chief Mate Darin Huggins, Second Mate Brian D. Thomas and Third Mate Blake Archer. “Obregon deck officers carried out their duties as true professionals, delivering the marines and Seabees, along with their equipment, to landing beaches at Camp Lejune,” Agold said.

Obregon sailed on Feb. 5 after loading the Improved Navy Lighterage System, a dozen Amphibious Assault Vehicles (AAVs), ten twenty-foot containers and various pieces of rolling stock. The first event after anchoring was the launch of the Marine Corps-operated AAVs. Next, lighterage was offloaded by the ship’s crew and active duty personnel. Obregon then moved to an anchorage nearer shore, where the Navy streamed three miles of hose to operate the Afloat Bulk Liquid Transfer System, and the ship’s cargo water was pumped to shore to simulate fuel. Following the backload at anchor, Obregon returned to Newport News Feb. 14 for a two-day offload at the dock.

“You and your crew have done a splendid job both in ROS and in FOS,” Navy Capt. Ricks W. Polk, head of Maritime Prepositioning Squadron One, told Capt. Agold.

That sentiment extends as well to MM&P members aboard the USNS Maj. Stephen W. Pless and Sgt. Matej Kocak, who served so professionally in peace and war for the last 27 years.
Great Lakes Mariners Hone Professional Skills at MITAGS

A number of Great Lakes mariners attend courses at MITAGS to hone their skills during winter lay-up season. The MITAGS Designated Duty Engineer (DDE)/Third Assistant Engineer 15-day, 105-hour license advancement program provides unlicensed members of the Engine Department with knowledge and understanding of the USCG Designated Duty Engineer and Third Assistant Engineer Exam subjects.

The Great Lakes License Advancement Program (LAP) is primarily designed for mariners at the Able-Seaman level seeking an original license credential for Inland/Great Lakes Mate AGT or 1600 GT, but also serves the needs of those working towards a raise-in-grade to Inland/Great Lakes Master. Since deck officers on Great Lakes vessels of over 1600 tons must also hold the applicable pilotage endorsements, a three-day familiarization workshop for those pursuing such credentials was included in this year’s LAP.

Kudos in Leading Maritime Magazine For MITAGS Management, Communications and Leadership Course

The MITAGS Management Communications and Leadership Course (MCL) is the subject of a detailed article in “Safety at Sea,” a leading international magazine for maritime professionals. In “Take Me to Your Leader,” journalist John Gallagher interviewed MITAGS instructor Walt Megonigal on issues ranging from the difference between “leading” and “managing” to how senior officers can motivate crew members without “trying to be friends with everyone.” Cultural and generational differences are among the variables that can interfere with professional communications aboard ship as in any organization. Megonigal points out that a ship can have as many as five generations on deck trying to communicate with one another. The 28-hour MITAGS course outlines strategies to try to bridge the gap. To find out more about the course, contact MITAGS’ Training Director Eric Friend: efriend@mitags.org.

You Can Get There From Here

You won’t be trapped at MITAGS during free evenings or weekends. Our courtesy shuttle provides service to and from BWI Thurgood Marshall Airport and nearby light rail stations, where you can choose from the following connection options:

- **MARC train** from BWI serving Washington, D.C., Martinsburg, W.Va., and points in Maryland including Baltimore City, Brunswick and Frederick.
- **Light Rail** to Camden Yards (sports arenas), Penn Station, Glen Burnie to Hunt Valley.
- **Washington DC Metro**: from BWI to Greenbelt metro station.
- **Amtrak Acela Express**: from BWI & Penn Station in Baltimore, to Boston, New York, Philadelphia and Washington.
- **Silver Route Bus Service**: From BWI to shopping hot spots: the Mall in Columbia (Apple store and more) and Arundel Mills Mall (Mega Outlet Mall)

*MARC trains only run Monday–Friday (no weekend service).*

Visit “Announcements” on www.mitags-pmi.org for BWI Courtesy Shuttle Pick-up Zones and Local Transportation Options and Links.
This article corrects the commonly held misconception that the role of the compulsory pilot in the United States is that of an advisor to the master. The safe navigation of a ship in compulsory pilotage waters is in fact a shared responsibility.

Most aspects of the master-pilot relationship are not covered under international law since compulsory pilotage takes place within the territorial waters of sovereign states and is therefore subject to the national laws of each country. In consideration of the national character of pilotage, the International Maritime Organization (IMO) has clearly stated that it does not intend to become involved with the certification or the licensing of pilots, or with the systems of pilotage practiced in sovereign countries.

Compulsory pilots operating under governmental regulation have historically been the primary port safety system. In the United States, this has led to the existence of 25 state pilotage acts. All the coastal states have laws which embody a common concept: the intent to regulate all aspects of pilotage to the fullest extent possible. In practice, this generally means that state pilotage acts cover: selection, training, licensing, discipline, duties and responsibilities, standards of service, and the relationship between the pilot and the ship.

Understanding the compulsory pilot’s role

A common misconception is that the role of the compulsory pilot in the United States is that of an advisor to the master. In contrast, however, court decisions rendered on the subject over the course of the past two centuries have held that the opposite is true, a finding that is also in keeping with the official position of the U.S. Coast Guard.

The decision of the Coast Guard Commandant in MV SKA VA, 2001 AMC 2071, May 14, 2001 summarized long-standing U.S. case law in point: “A pilot is … not a mere advisor or servant of the master but is in direct control of navigation and supersedes the master in that respect until the master relieves him of his duties and authority…”

The Report of the Royal Commission on Pilotage in Canada makes the same observation: “The pilot does not act as an advisor to the master but actually navigates the ship. In point of fact the master is then, to a certain extent, an advisor to the pilot when he points out the peculiarities of the ship.”

The concept of “pilot as advisor” may have had its origins in continental European law. A law review article on compulsory pilotage and international law notes that: “Under the mercantile practice of most European nations, a pilot, even though required by law, was deemed only advisory and was never considered to supersede the authority of the master. In this sense, compulsory pilotage was unknown in continental Europe.”

The safe navigation of a ship in compulsory pilotage waters is in fact a shared responsibility: there must be agreement between
master and pilot on the advisability of the intended movement or transit. Neither can or should act without the concurrence of the other. This requires cooperation, a mutually supportive working relationship, and the open communication of information, all factors which are extensively addressed by the guidelines for effective Bridge Resource Management.

Impact of the advent of e-navigation

In discussing the master-pilot and port state relationship, we should not assume that navigation will always remain the exclusive role of the master, watch officer or pilot. The development of e-navigation—with a goal of sharing information from the ship’s navigational equipment with shore-based authorities—has the potential to change the fundamental relationship between ships and port and coastal states, along with the role of onboard navigators of ships.

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The Costa Concordia accident will undoubtedly fuel the debate at IMO regarding the future of the master’s traditional authority and the involvement of port or coastal states in onboard navigational decisions.

The strategy for the development and implementation of the future e-navigation system is being developed by the IMO in London. It is anticipated that the system will be applied under uniform regulations on a global basis which will eventually include a Vessel Traffic Management System covering not only port approaches, but also coastal waters and trans-ocean voyages—in effect, the entire world. It seems inevitable that shore-side authorities will eventually be involved in the decision-making affecting the navigation of ships at sea. The Costa Concordia accident will undoubtedly fuel the debate at IMO regarding the future of the master's traditional authority and the involvement of port or coastal states in onboard navigational decisions.

The basic elements of shipboard and ship-to-ship e-navigation have been developed in the IMO performance standards for INS and IBS, which integrate navigational information and controls into workstation consoles and transmit information between ships and between ships and shore with AIS. The focus at IMO is now changing to the information exchange between ship and shore and the implications for the role of navigators within an expanded e-navigation environment.

Proponents of a shore-based strategy of e-navigation believe that navigators make critical decisions for navigation and collision avoidance in isolation and that closer cooperation with global vessel traffic management systems to evaluate the decision-making process could dramatically reduce the number of accidents.

Whether one shares that belief or not, one of the core objectives of the e-navigation concept is to provide shore-based operators and others ashore with the same information that e-navigation provides the shipboard navigator. The objective is to integrate ship- and shore-based systems so that both have access to the same operational information. E-navigation envisions the shore-side operator acting as an additional member of the bridge team and exercising governmental oversight over how the navigation of the ship is managed.

Differing perspectives on the future role of the ship’s navigator

At a recent session of the IMO STW subcommittee with responsibility for training standards, it was proposed that consideration be given to two possible scenarios for the future role of the shipboard navigator in an e-navigation environment.

The first scenario can be termed that of “the navigating navigator.” In the words of the proposal, “The navigator’s own skills will still be essential to the safe navigation of the ship, and the bridge team will be the main backup to the safe functioning of the ship.” This is consistent with the view of most professional mariners that the humans on the bridge are the primary decision makers and that technology is a useful tool to provide information.

The second proposed scenario can be termed that of “the monitoring navigator.” This is defined as a situation in which, “The navigator will rely more heavily on automated processes and procedures. A main task will be to monitor the system displays and include closer cooperation with personnel ashore to assist a safe voyage from berth to berth.”

The development of e-navigation has the potential to change the fundamental relationship between ships and port and coastal states, along with the role of onboard navigators of ships.

This scenario envisions a situation in which the so-called “navigator” is reduced to a role of monitoring displays and following automated procedures, and is dependent on personnel ashore to make decisions. Such a scenario would dramatically change the role and function of the master and watch officer, deskill the required competencies and experience needed and

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continued on page 10
lower the professional standards and status of masters and officers. During this session, it was even suggested by one delegation representing a training organization that the new STCW Code be re-opened to address the simplification of training standards under e-navigation.

The IMO Standards of Training and Watchkeeping Subcommittee endorsed the first scenario and rejected the second as being premature at this stage in the development of e-navigation. This leaves the door open to additional debate on the role of the future navigator.

The proper role of e-navigation is clearly an issue that will not go away. Close monitoring will be needed to ensure that the debate is not dominated by “techies” who have a particular interest in pushing technology.

I am confident that professional mariners will be strong supporters of e-navigation as a useful tool, if it isn’t driven off the tracks by an excessive enthusiasm for technology and shore-based control of shipping.

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The author of this article is vice president for the MM&P Pilot Membership Group. He represents the union membership and other professional mariners in a number of national and international maritime forums. This article is adapted from an article he wrote for the CAMM publication “Sidelights.”

AFL-CIO Board Unanimously Votes to Endorse President Obama

The AFL-CIO General Board has voted to endorse President Obama’s re-election bid. “The coming election is a choice about values,” said AFL-CIO President Rich Trumka. “President Obama honors the values of hard work, mutual respect and solving problems together… Each of the Republican presidential candidates, on the other hand, has pledged to uphold the special privileges of Wall Street and the 1 percent—privileges that have produced historic economic inequality and drowned out the voices of working people in America.”

In the statement, the members of the AFL-CIO Board said that although the labor movement has sometimes differed with the President and pushed his Administration to do more and “do it faster,” there has never been any doubt “about his commitment to a strong future for working families.”

Among the achievements of Obama’s first term, the AFL-CIO cites health insurance reform, Wall Street reform and “taking America from the brink of a second Great Depression” by pressing Congress to pass the American Recovery and Reinvestment Act, which saved or created 3.6 million jobs.

Remembering Capt. Frank V. Medeiros, Shipmaster, Friend and Union Brother

Capt. Frank V. Medeiros, accomplished shipmaster, World War II veteran and long-time member of MM&P, died Jan. 2 at the age of 90. He began his career in the merchant marine in 1939. During World War II, he sailed on both the East and West coasts, and saw much hazardous duty. Frank was a survivor of the PQ-17 convoy, on the famous Murmansk, Russia, run. He also survived the invasion of Saipan. Frank joined MM&P in 1944, after receiving his license in Alameda, Calif. He sailed as a tanker master for many years before coming ashore to serve MM&P members in the San Francisco hiring hall, first as a union official and then as a volunteer. His enthusiasm and wisdom, and his extensive knowledge of seafaring and the union’s history, helped connect many members with the proud heritage of MM&P.

Capt. Frank V. Medeiros passed away on Jan. 2. In this photo, he holds the plaque that he received from MM&P to mark his retirement. “In appreciation of outstanding service to MM&P,” the inscription reads, “afloat and ashore, in peace and war.”
Board of Trustee Meetings
The first meeting of the Board of Trustees in 2012 was held on Feb. 1 and 2. The Trustees are scheduled to meet again this year on June 5-7 and Oct. 2-4. The Trustees have tentatively agreed to the following meeting schedule for 2013: Feb. 5-7, June 4-6 and Oct. 1-3.

Health & Benefit Plan

Long-Term Care Insurance Open Enrollment
Prudential, the Plan's long-term care insurance provider, has scheduled an open enrollment period that will end on April 30, 2012. Active Health & Benefit Plan participants may enroll in this voluntary insurance program without providing evidence of good health. Prudential will also allow family members, including spouses, parents, parents-in-law, grandparents and adult children and their spouses, to enroll after they provide evidence of good health satisfactory to Prudential. Pensioners and their family members may also enroll if they provide evidence of good health satisfactory to Prudential. If you are thinking of purchasing this insurance, you should do so soon before the open enrollment period ends.

If you need more information about this insurance or the open enrollment period, please contact Prudential at 800-732-0416, visit www.prudential.com/gltcweb/mmp or send an e-mail to ltc4me@prudential.com

Disability Insurance
Active participants who are interested in purchasing voluntary disability insurance should contact the Plan's insurance broker who can provide you with additional information and rate quotes. Active participants would have to submit an application to the insurance broker, and if approved, would be allowed to pay for the insurance on a monthly, quarterly or annual basis. If you have any questions or need additional information, please contact Angela Mitchell at Willis. Her toll free number is 800-456-3162 ext. 3032 or 301-692-3032. She can be reached between the hours of 9:00 a.m. and 5:00 p.m. EDST.

You can review the disability insurance brochure, the proposal request and examples of rate premiums for this insurance by going to www.bridgedeck.org and clicking on MM&P Plans, then on H&B forms and then on “Disability insurance”.

Prescription Drug Formulary Exclusions Effective April 1
The Plan has been advised by CVS Caremark that it will exclude some formulary prescription drugs effective April 1. CVS has advised us that a small number of participants and/or dependents will be affected by these exclusions. All affected participants and/or dependents should already have been notified by mail. If you would like to review the formulary exclusion notice, we have posted it on the website. To review the list, go to www.bridgedeck.org and click on MM&P Plans, then on H&B forms and then on “Formulary exclusions notice”.

Health & Benefit Plan Wellness Benefits
At the February Board of Trustees meeting, the Trustees approved an amendment to the Plan’s Rules and Regulations effective Jan. 1, 2012, to include the following Wellness Benefits which will be paid by the Plan at 100 percent of the Reasonable Charges, as defined by the Plan documents. The Wellness Benefits listed below are not subject to a deductible or co-pay and are not included in the Plan’s annual physical exam maximum benefit of $1,250 per family. These changes are in addition to the “well baby, well child” benefits the Trustees adopted last year, effective Jan. 1, 2011. Those changes included reimbursement for annual physical examinations for children under age 19, including immunizations, which are not subject to a deductible or to the co-pay provisions of the Plan.

The Plan’s computer system has been changed to pay for these new Wellness Benefits effective Jan. 1, 2012 for any claims submitted with the following codes.

Colorectal cancer screening for males or females ages 50 to 75 once every five years. The Plan will pay these claims under the Wellness Benefit.

<table>
<thead>
<tr>
<th>Service</th>
<th>CPT Code</th>
<th>ICD-9 Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorectal Cancer — Ages 50-75 (Every 5 Years)</td>
<td>G0104, G0105, G0106, G0120, G0328, 44388, 44389, 44392, 44393, 44394, 45330, 45331, 45333, 45338, 45339, 45378, 45380, 45383, 45384, 45385, 82270, 82274, 88304, 88305, 00810</td>
<td>V16.0, V18.51, V18.59, V76.51, V76.50, V76.41</td>
</tr>
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<td>V16.0, V18.51, V18.59, V76.51, V76.50, V76.41</td>
</tr>
</tbody>
</table>
If a female is over the age of 40, the Plan will pay under the Wellness Benefit for a **mammogram once every year**.

<table>
<thead>
<tr>
<th>Service</th>
<th>CPT Code</th>
<th>ICD-9 Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mammogram (Females over Age 40) Every Year</td>
<td>77057, G0202, 77052, 77056, 77055, 76092, 76083</td>
<td>V76.10, V76.12 76.11</td>
</tr>
</tbody>
</table>

If a female has **cervical screening tests**, the Plan will pay under the Wellness Benefit for these tests **every three years**.

| Cervical Tests (Every 3 Years) | 88141, 88142, 88143, 88147, 88148, 88150, 88152, 88153, 88154, 88155, 88164, 88165, 88166, 88167, 88174, 88175, 87620, 87621, 87622 | V72.31, V72.32, V76.2 |

If you have any questions, please contact the Plan’s benefit advisors.

**Pilot Stop-Loss Coverage**

The Pilots have renewed their stop-loss insurance effective April 1 to protect against catastrophic or unpredictable losses. This coverage has helped stabilize claim costs for the group over the years. Under the policy, the carrier will reimburse the Plan for all benefit claim payments made on an individual’s behalf above $100,000, provided the Plan makes these payments during the policy year (April 1, 2012 through March 31, 2013). Last April 1, 2011, the rate decreased by $33 per month for each Pilot, and this year we were able to keep the rate the same for the April 1, 2012 renewal.

**Pensioner’s Continuation of Coverage**

The Pensioner’s Continuation of Coverage program has been in place since 1987, but the rules for the program have a “sunset provision” — a date on which the program will end unless the Trustees extend it. At their meeting in February, the Trustees agreed in principle to extend the Continuation of Coverage Program until the earlier of termination of a participant’s coverage or June 30, 2013. A Plan amendment will be drafted for the Trustees’ review at their next meeting.

**Retiree Health Coverage**

The Trustees agreed to offer retiree health coverage under the Continuation of Coverage Program, effective Feb. 1, 2012, on a one-time basis at retirement, to any Active Participants under the Plan who are not currently otherwise eligible for retiree health coverage under the Plan.

**Individual Retirement Account Plan (IRAP)**

**New Open Enrollment Period**

The Trustees agreed to allow participants with balances in the IRAP Managed Fund as of Dec. 31, 2010, to transfer all or part of their balance as of that date to their self-directed investment account through Vanguard. The Plan mailed a letter and transfer form to participants who had an account balance in the Managed Fund as of Dec. 31, 2010.

If you are currently a participant in the Vanguard Self-Directed Investment Program, your new election will be allocated according to your current investment elections with Vanguard. If you are not now self-directing your investment account and wish to self-direct your investments through the Vanguard investment options, please contact the Plan Office to request a Vanguard enrollment form. If you have any questions or if you believe you have a balance and have not received a letter or have misplaced it, please feel free to call a benefit advisor at 410-850-8625 or 8636.

**Plan Amendments**

The following Plan amendments were adopted by the Board of Trustees at the February 1-2, 2012 meeting:

**AMENDMENT NO. 118 TO THE M.M.& P. HEALTH & BENEFIT RULES AND REGULATIONS**

1) Article III (Eligibility), Section 2.B.2.c. (Pensioner -- Termination of Eligibility) shall be amended by adding the following language after the words “drilling rigs” in the fifth line to read as follows:

> “, provided that such Pensioner must obtain written authorization for each job assignment through the Offices of the Organization, with written notice of such employment being furnished to the Board of Trustees;”

2) Article III (Eligibility), Section 2.B.2.c. (Pensioners -- Termination of Eligibility) shall be amended, effective October 1, 2011, by adding the following language at the end of that subsection before the period to read as follows:

> “, provided that such Pensioner must obtain prior written authorization for each job assignment through the Offices of the Organization, with written notice of such employment being furnished to the Board of Trustees; such employment shall also not include employment, including Covered Employment, aboard any military vessels manned pursuant to a federal government contract and covered by collective bargaining agreements with or manned by personnel represented by Membership Groups...
affiliated with the Organization, provided that such Pensioner must obtain prior written authorization for each job assignment through the Offices of the Organization, with written notice of such employment being furnished to the Board of Trustees.

DRAFT AMENDMENT NO. 119 TO THE M.M. & P. HEALTH & BENEFIT PLAN RULES & REGULATIONS

1) Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 2 (Covered Charges) shall be amended by adding a new Paragraph M at the end thereof to read as follows:

"M. Effective January 1, 2012, charges for the pregnancy and delivery of a newborn child of an Eligible Employee's Dependent Child;"

2) Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 4 (Benefits) shall be amended by adding the following clause at the end of the second paragraph to read as follows:

"-, provided further, however, that effective January 1, 2012, if an Eligible Employee’s family has incurred a total of $10,000 of out-of-pocket Allowable Expenses in a calendar year, such family shall receive 100% of the balance of such Allowable Expenses."

3) Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 6 (Exclusions) shall be amended, effective January 1, 2012, by replacing the language in Paragraph N with the following new language to read as follows:

"N. for nursery, medical and related expenses of a newborn child of an Eligible Employee’s Dependent Child;"

4) Article IV (Benefit Provisions), Part C (Comprehensive Annual Physical Examination, Immunization, and MSC Pre-Employment Physical Examination) shall be amended by deleting the bracketed text and by adding the underscored text in the last clause of the first paragraph to read as follows:

"provided, however, the reimbursement for [an Annual Physical Examination] “well baby, well child visits” 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; provided further, however, effective January 1, 2012, the following medical procedures shall be payable at 100% of the Reasonable Charge and shall not be subject to the Deductible Amount, Co-payment provisions of Part A of this Article or the above limit of $1,250 per family per year: (1) colorectal cancer screening using sigmoidoscopy or colonoscopy starting at age 50 until age 75 once every five years, and (2) a mammogram for women over age 40 every year and cervical cancer screening every three years;"

5) Article IV (Benefit Provisions), Part A (Comprehensive Major Medical Benefits), Section 6 (Exclusions) shall be amended by adding the underscored text in Paragraph P to read as follows:

"for preventative care and physical exercise programs, except as otherwise allowed under Part C of this Article, regardless of the fact that they may be supervised by a physician;"

AMENDMENT NO. 8 TO THE M.M. & P. PENSION PLAN THIRD RESTATED REGULATIONS

1) Article IV (Accumulation of Pension Credits and Vesting Service), Section 4.06(a)(i) (Accumulation of Vesting Service) shall be amended to read as follows:

"A day for which a Participant is directly or indirectly paid, or is entitled to payment by the Employer for the performance of duties during days of actual employment, or is paid but does not perform duties, such as vacation days, or "

2) Article V (Husband-and-Wife Pension and Benefits to Survivors), Section 5.04(e)(iv) (Pre-retirement Surviving Spouse Pension -- Before Age 55) shall be amended by substituting the word “section” in the first line with the word “subsection”.

3) Article VI (Applications, Benefit Payments and Retirement), Section 6.09(a)(i) (Suspension of Benefits -- Before Normal Retirement Age) shall be amended by adding the following language at the end of that subsection before the period to read as follows:

"-, provided that such Pensioner must obtain prior written authorization for each job assignment through the Offices of the Organization, with written notice of such employment being furnished to the Board of Trustees; and"
effective October 1, 2011, Pensioners shall be authorized, without penalty, to accept employment, including Covered Employment, aboard any military vessels manned pursuant to a federal government contract and covered by collective bargaining agreements with or manned by Membership Groups affiliated with the Organization, provided that such Pensioner must obtain prior written authorization for each job assignment through the Offices of the Organization, with written notice of such employment being furnished to the Board of Trustees.

**AMENDMENT NO. 9 TO THE M.M.& P. PENSION PLAN THIRD RESTATED REGULATIONS**

1) Article VI (Applications, Benefit Payments and Retirement), Section 6.01 (Advance Written Application Required) is amended by adding after the words “Accumulated Vacation period” the words “(including any unpaid lag time to the extent applicable)”.

**DRAFT AMENDMENT NO. 6 TO THE M.M.& P. INDIVIDUAL RETIREMENT ACCOUNT PLAN THIRD RESTATED REGULATIONS**

1) Article I (Definitions), Section 1.07 (Active Participant) shall be amended by adding the following language to the end thereof:

or who has a fully (100%) vested interest in the Employer Contributions made on the Participant’s behalf to this Plan.

2) Article IV (Payment of Benefits and Eligibility), Section 6.03(e) (Vested Participants Not Eligible for a Pension from the M.M.& P. Pension Plan and Who Have Terminated All Employment in the Maritime Industry) shall be amended by deleting the second sentence and inserting a new sentence to read as follows:

The date of distribution is governed by Subsection (a) except that the date of the Participant’s permanent termination of all employment in the maritime industry is treated as his date of Retirement.

3) Article IV (Benefit Payments) of the 401(k) Arrangement, Section 4.8(g) (Loans to Participants) shall be amended by the deleting the second sentence thereof.

**AMENDMENT NO. 15 TO THE M.M.& P. VACATION PLAN REGULATIONS**

1) Article II (Benefits and Eligibility), Section 2.05 (Lag Time) is amended by adding the following language at the end of that section to read as follows:

"Effective for vacation benefit applications filed on and after December 1, 2011, by Masters and Chief Mates employed by Horizon Lines, LLC, such Employees shall take unpaid lag time which is equal to 25% of the vacation days earned. Such unpaid lag time may be banked in accordance with Section 2.06 hereinafter and, together with their earned vacation benefits, is subject to: (1) the 60 day maximum bank day rule set forth in the last paragraph of Section 2.06, and (2) the 150 day maximum accumulated vacation days rule set forth in Section 3.01(d).”

2) Article II (Benefits and Eligibility), Section 2.06 (Bank Days) is amended by adding after the words “vacation benefits earned” in the last paragraph thereof the words "(including unpaid lag time to the extent applicable)".

3) Article III (Applications, Benefit Payments and Penalties), Section 3.01(d) (Application for Benefits) is amended by adding after the words "(including banked days,” in the first sentence thereof the words “, and unpaid lag time (to the extent applicable)”.

Masters, Mates & Pilots Plans
Dear Brothers and Sisters:

In accordance with Article V, Section I of the International Constitution adopted February 18, 2011, you are hereby advised that an election for Officers, elected Representatives of our various Membership Groups, and Convention Delegates for all Membership Groups is required. The election shall commence no later than the fiftieth (50th) day following the closing date of nominations which will be held at the International Convention and which is scheduled to commence at 1000 hours July 23, 2012, at the MM&P’s Maritime Institute of Technology and Graduate Studies, 692 Maritime Blvd., Linthicum Heights, Maryland, 21090. It is currently estimated that the Convention will be concluded by 1700 hours July 25, 2012. The nomination procedure follows:

**Nominations by Petition**

Nominating petitions for International President, and International Secretary-Treasurer must be signed by not less than fifty (50) Members in Good Standing. Nominating petitions for:
- Offshore Vice President - Atlantic Ports;
- Offshore Vice President - Gulf Ports;
- Offshore Vice President - Pacific Ports;
- Vice President – Pilotage;
- Vice President - United Inland Membership Group; and
- Vice President – Federal Employees Membership Group
must be signed by five (5) Members in Good Standing of the applicable Membership Group.

Nominating petitions for:
- Pilot Regional Representatives;
- United Inland Membership Group Convention Delegates; and
- Offshore Membership Group Convention Delegates and, if applicable, Alternate Convention Delegates must be signed by three (3) Members in Good Standing of the applicable Membership Group.

Nominating petitions shall be in writing and delivered to the International Secretary-Treasurer at MM&P Headquarters, 700 Maritime Boulevard, Suite B, Linthicum Heights, Maryland, 21090-1953. Signed documents scanned and attached to emails, faxes, telegrams, or overnight deliveries shall be considered communications in writing. All such petitions must be received prior to the time the Chairman of the Convention declares Nominations closed.

**Nominations in Convention**

Nominations for all elective offices including Convention Delegates and, if applicable, Alternate Delegates, may also be made at the Convention. All such nominations must be made prior to the time that the Chairman of the Convention declares the nominations closed.

Nominations by petition may also be submitted to the International Secretary-Treasurer at the Convention. Nominating petitions delivered to the International Secretary-Treasurer at the Convention must be delivered to him prior to the time the Chairman of the Convention declares nominations closed.

**Nominations and Election Procedures**

For the data to be included in a nominating petition, and for the procedures to be followed with respect to nominations at the Convention and for other data relevant to nominations and elections, please refer to the election procedures set forth in the International Constitution, Article V, Election Procedures for International Officers, General Executive Board and Convention Delegates.

Additionally, the General Executive Board, on March 7, 2012, took action pursuant to Article X, Section 3 of the International Constitution modifying certain eligibility rules. The text of such action is printed elsewhere in this publication.

The elective offices which will be voted on are set forth on the following pages.

Sincerely and Fraternally

International Headquarters

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All Nominating Petitions should bear the member’s name and Social Security Number, in addition to signature, for ease of identification and verification of good-standing status.
Offices to be Elected by Membership Groups

Offices to be Elected by the
OFFSHORE MEMBERSHIP GROUP

• International President† *
• International Secretary-Treasurer† *
• Vice President - Atlantic Ports† *
• Vice President - Gulf Ports† *
• Vice President - Pacific Ports† *

There shall be elected:
• Convention Delegates (21)
(Note: Those persons elected as Offshore Vice Presidents will by virtue of his/her office be three (3) of the twenty-one (21) Offshore Convention Delegates.)
• Alternate Convention Delegates

Offices to be Elected by the
PILOT MEMBERSHIP GROUP

• International President† *
• International Secretary-Treasurer† *
• Vice President - Pilotage† *

Acting under the MM&P Constitution, Article VI, Section 5(b), the Vice President-Pilotage, with the approval of the General Executive Board, designated the following positions for election:

• East Coast Regional Representative *
• Gulf Coast Regional Representative *
• West Coast Regional Representative *
• At Large - Convention Delegate
• East Coast Alternate Convention Delegate
• Gulf Coast Alternate Convention Delegate
• West Coast Alternate Convention Delegate

Offices to be Elected by the
UNITED INLAND MEMBERSHIP GROUP

• International President† *
• International Secretary-Treasurer† *
• Vice President - United Inland Membership Group† *

There shall be elected:
• Convention Delegates (11), as follows:
  • Pacific Maritime Region Convention Delegates (8)
  • Atlantic & Gulf Region Convention Delegate (1)
  • Great Lakes & Rivers Region Convention Delegates (2)
(Note: The person elected as Vice President-United Inland Membership Group will, by virtue of his/her office, be one of the eight (8) United Inland Membership Group-Pacific Maritime Region Convention Delegates.)

Offices to be Elected by the
FEDERAL EMPLOYEES MEMBERSHIP GROUP

• International President† *
• International Secretary-Treasurer† *
• Vice President – Federal Employees Membership Group† *

There shall be elected:
• Convention Delegates (2)
(Note: The person elected as Vice President-Federal Employees Membership Group will, by virtue of his/her office, be one (1) of the two (2) Federal Employees Membership Group Convention Delegates.)

Acting under the MM&P Constitution, the General Executive Board designated no other elective position.

Key to Notations:
† Member of the General Executive Board.
* Also Convention Delegate by virtue of Office.

Additional Information
Please note that future editions of The Master, Mate & Pilot, the MM&P website at www.bridgedeck.org, and The Wheelhouse Weekly, will provide election details. Members are encouraged to review the International Constitution as adopted in 2011 for nomination and election procedures, eligibility, etc.
Use and Availability of Union Facilities; Campaigning and Campaign Work Guidelines

1. No Union facilities shall be used to further the candidacy of any candidate for Union office. Specifically, this means that Union fax machines, telephones, postage, copying machines and similar facilities will not be used by any candidate or by supporters of any candidate to further their campaign. All employees and officials may continue to use all Union facilities in the performance of their duties, even though the performance of such duties may favorably affect the candidacy of a particular candidate. Thus, for example, an announcement of a successful legislative outcome may have an incidental benefit to a particular candidate, but if the announcement is of general interest to members of the Union, it is appropriate that Union facilities be used to transmit the information.

2. No employee or Union official may campaign during normal business hours. Subject to restrictions set forth in Paragraph 3, employees and Union officials are free to campaign during any times which are not normal business hours. Employees and Union officials are free to answer questions of general interest to Union members during normal business hours so long as the questions are initiated by other members. Thus, for example, an official may attend a normal business meeting or may make ships in the performance of normal duties or be present at Union Halls in the performance of normal Union duties. If in connection with such activities, questions relating to the campaign are posed, the official or employee may answer the specific question asked even though this occurs during normal business hours.

3. Employees who are members of the Union are free to volunteer their non-working time to engage in campaign activities. Employees who are not members of the Union may not be recruited to volunteer for campaign activities. Nonetheless, employees, whether or not members of the Union, may be hired by campaign committees or candidates to render services during non-working hours at fair compensation. No such employee may be threatened, intimidated, or induced by promises of advancement or improvement in working conditions or compensation to volunteer time to engage in campaign activities or to render services for compensation to campaign committees or candidates.

4. Campaign literature for all candidates can and should be made available at all Union offices so that members can obtain as much information as possible concerning the position of each candidate.

5. No ballots shall be accepted from any member for mailing to the official depository. Although this practice, in and of itself, may not be unlawful, the potential for abuse and the potential for claims of abuse is so significant that as a matter of policy, it should not be engaged in.

6. If you have any questions concerning the permissibility of any conduct relating to the election, please contact Gabriel Terrasa, International Counsel, at 410-691-8148, or by email to gterasa@bridgedeck.org prior to engaging in such conduct. It is in the interest of all members that they have a legitimate and honorable election process worthy of full confidence.

Newspaper Publication Standards and Membership Mailings

The General Executive Board has determined that the 2012 MM&P election period shall commence March 23, 2012 and until the conclusion of the 2012 MM&P election, the MM&P has determined to exclude any reference by name, photograph or title to any known candidate in the 2012 MM&P election. The MM&P has also determined to suspend publication of Letters to the Editor until after the election.

The MM&P may not have knowledge of whether or not an individual intends to be a candidate in the 2012 election until mailings are sent or petitions filed, unless a person advises that he or she is a candidate in the 2012 election. They will not be considered a candidate and their name will not be deleted from any articles appearing in the MM&P newspaper or Wheelhouse Weekly through the end of the election period unless the MM&P has knowledge of their candidacy.

These determinations have been made to ensure that publications by the MM&P to MM&P members are not used for campaign purposes. These exclusions will end upon the completion of the election.

Any member wishing to communicate with other members may do so at his or her own expense through a third-party mailing service which will have access to addresses of all members. Additionally, any member wishing to communicate with other members via email may do so at his or her own expense through a third-party service. This service, however, only will have email addresses for those members who have voluntarily provided their email addresses to the Union. Details on how to access these third-party service providers are printed elsewhere in this publication.
Resolutions

RESOLUTION CONCERNING ELIGIBILITY TO RUN FOR OFFICE IN THE UNION
MARCH 7, 2012

WHEREAS, Section 401(e) of the Labor Management Reporting and Disclosure Act, as amended, declares that “every member in good standing shall be eligible to be a candidate and to hold office (subject to section 504 and to reasonable qualifications uniformly imposed);” and

WHEREAS, the United States courts, with input and guidance from the United States Department of Labor, from time to time define what “qualifications uniformly imposed” by labor organizations are “reasonable;” and

WHEREAS, Article V, Section 4(a)(1) of the International Constitution establishes the following uniform qualification for nomination and election to a position in the Union:

Have been a Member of the Organization for a period of at least four (4) years and is and has been continuously in good standing for the twenty-four (24) months preceding nomination; and

WHEREAS, regulations implemented by the United States Department of Labor and recent court decisions strongly suggest that an eligibility requirement of more than two (2) years of membership in good standing would not be a “reasonable qualification;” and

WHEREAS, Article X, Section 3 of the International Constitution vests the General Executive Board (GEB) with the authority to amend the International Constitution between Conventions to conform it with any applicable federal or state law that conflicts with any of its provisions.

WHEREFORE, the GEB hereby AMENDS Article V, Section 4(a)(1) of the International Constitution to read:

Is and has been a Member of the Organization continuously in good standing for the twenty-four (24) months preceding nomination.

Adopted this 7th day of March, 2012, in Linthicum Heights, Maryland.

RESOLUTION ADOPTING ELECTION PERIOD RULES AND CONDUCT
MARCH 7, 2012

WHEREAS, it is the duty of the General Executive Board (GEB) to supervise the activities, affairs and functioning of the Organization, including the conduct of nomination and elections under the International Constitution and applicable laws; and

WHEREAS, the GEB has the authority to establish, and order compliance with, such rules, regulations or procedures, consistent with the International Constitution and applicable laws, as are required for the effective management of the affairs of the Organization, including the conduct of nomination and elections; and

WHEREAS, since 1996, as amended from time to time, the GEB has established Election Period Rules and Conduct to ensure that the nomination and election of officers, delegates, and other elective positions be conducted fairly and in compliance with the International Constitution and the applicable laws.

WHEREFORE, the GEB hereby ADOPTS the attached Election Period Rules and Conduct to be applied in the upcoming election, and ORDERS that the Election Period Rules and Conduct be printed, published, communicated, and/or distributed with the Notice of Nomination and Election.

Adopted this 7th day of March, 2012, in Linthicum Heights, Maryland.
Membership Communication Information

Any member wishing to communicate with other members may do so at his or her own expense.

Mailing

AccuMail, Inc., is a third-party mailing service which will have access to postal addresses of all members. Mailing materials must be produced by the member wishing to send a mailing at his or her own expense. It must then be provided to AccuMail. Labels to be applied to these materials are available through the MM&P and will be provided directly to AccuMail. Detailed information follows.

Ordering Mailing Labels

A request for labels must be made in writing to:

Beverly Gutmann, International Comptroller
MM&P
700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953

Each request must specify whether the labels are to be in alphabetical or zip code order. A certified check or money order payable to the International Organization of Masters, Mates & Pilots covering the cost of labels must be received with each label order. Label prices are as follows:

<table>
<thead>
<tr>
<th>Offshore Membership Group</th>
<th>1st set $85</th>
<th>Additional sets $80</th>
<th>United Inland OR Pilot</th>
<th>Membership Groups 1st set $75</th>
<th>Additional sets $70</th>
<th>Federal Employees</th>
<th>Membership Group 1st set $55</th>
<th>Additional sets $50</th>
<th>Full Membership Mailing $290</th>
</tr>
</thead>
</table>

Be advised that all orders for mailing labels will, upon completion, be picked up by AccuMail, Inc., the designated mailer, at the orderer’s expense to be billed with the cost of the mailing.

The MM&P will be responsible for supplying AccuMail with labels only. All other instructions as to the mailing should be made with AccuMail directly. For further information concerning the ordering of labels, contact Beverly Gutmann by email at bgutmann@bridgedeck.org or by phone at 410-850-8700/ext. 112; or Patrice Wooten by email to pwooten@bridgedeck.org or by phone at 410-850-8700/ext. 111.

Sending Mailings

Following is a price list submitted by AccuMail detailing mailing costs. AccuMail advises that all labor and postage is payable by C.O.D., cash, certified check or Visa.

The amounts below do not include the cost of postage. First class letter size postage weighing up to one (1) ounce or less is an additional cost of forty-five cents ($0.45) per each mailing piece. Each additional ounce is seventeen cents ($0.17) up to three and one-half (3.5) ounces. Postage costs must be submitted along with materials and payment of labor and handling costs below:

<table>
<thead>
<tr>
<th>Convert Label Files ($125 flat)</th>
<th>Apply Postage ($0.06 each)</th>
<th>Deliver to Post Office ($25 flat)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(if file is supplied)</td>
<td>$0.06 each</td>
<td>Postal Receipt Fee (optional) $10</td>
</tr>
<tr>
<td>Address material $0.10 each</td>
<td>$0.06 each</td>
<td>Credit card processing $20 flat</td>
</tr>
<tr>
<td>Folding -1-3 sheets $15/thousand</td>
<td>$150 minimum</td>
<td></td>
</tr>
<tr>
<td>(8½” x 11” sheets) $150 minimum</td>
<td>$200 flat</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: AccuMail must deliver to the Post Office; candidates are not authorized to do so. Materials, handling instructions and fees for mailing services should be submitted to:

AccuMail, Inc.
3381-H 75th Avenue, Landover, MD 20785

Questions about sending mailings may be directed to AccuMail by calling 301-322-4900 or by e-mail to accuit@aol.com
E-Mails

TrueBallot is a third-party e-mailing vendor which will have access ONLY to the e-mail addresses of those members who have voluntarily provided their e-mail addresses to the Union. Accordingly, the reach of e-mail communications will be limited. E-mail addresses available through the MM&P will be provided directly to TrueBallot and not to the candidates. E-mail materials must be produced by the member wishing to send an e-mail at his or her own expense and then be provided directly to TrueBallot. Detailed information follows.

Ordering E-Mail Addresses

A request for e-mail addresses must be made in writing to:

Beverly Gutmann, International Comptroller
MM&P
700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953

A certified check or money order for $55.00 payable to the International Organization of Masters, Mates & Pilots covering the cost of collating e-mail addresses must be received with each e-mail address order. E-mail addresses will be provided to TrueBallot only.

Sending E-Mails

TrueBallot must transmit all e-mails; candidates are not authorized to do so. The fee for TrueBallot to transmit each e-mailing is $200.00. TrueBallot advises that their fee is payable by check only. Materials, handling instructions and fees for e-mail services should be submitted to:

TrueBallot
3 Bethesda Metro Center, Suite 750, Bethesda, Maryland 20814
john@trueballot.com

Questions about sending mailings may be directed to TrueBallot by calling 301-656-9500 or by e-mail to john@trueballot.com.
# Directory of MM&P Offices

## International Headquarters

<table>
<thead>
<tr>
<th>Address</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>700 Maritime Blvd., Suite B Linthicum Heights, MD 21090-1953</td>
<td>410-850-8700</td>
<td>410-850-0973</td>
<td><a href="mailto:iommp@bridgedeck.org">iommp@bridgedeck.org</a></td>
<td><a href="http://www.bridgedeck.org">www.bridgedeck.org</a></td>
</tr>
</tbody>
</table>

## International Officers

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timothy A. Brown</td>
<td>President</td>
<td>410-691-8131</td>
<td><a href="mailto:president@bridgedeck.org">president@bridgedeck.org</a></td>
</tr>
<tr>
<td>Don Marcus</td>
<td>Secretary-Treasurer</td>
<td>410-691-8131</td>
<td><a href="mailto:sec-treas@bridgedeck.org">sec-treas@bridgedeck.org</a></td>
</tr>
<tr>
<td>George Quick</td>
<td>Vice President</td>
<td></td>
<td><a href="mailto:gquick@bridgedeck.org">gquick@bridgedeck.org</a></td>
</tr>
<tr>
<td>Klaus Luhta</td>
<td>Director of Government Relations</td>
<td></td>
<td><a href="mailto:kluhta@bridgedeck.org">kluhta@bridgedeck.org</a></td>
</tr>
<tr>
<td>Beverly Gutmann</td>
<td>International Comptroller</td>
<td>410-850-8700</td>
<td><a href="mailto:bgutmann@bridgedeck.org">bgutmann@bridgedeck.org</a></td>
</tr>
<tr>
<td>Diane Chatham</td>
<td>Executive Administrator</td>
<td>410-691-8131</td>
<td><a href="mailto:dchatham@bridgedeck.org">dchatham@bridgedeck.org</a></td>
</tr>
<tr>
<td>Lisa Rosenthal</td>
<td>Communications Director</td>
<td></td>
<td><a href="mailto:communications@bridgedeck.org">communications@bridgedeck.org</a></td>
</tr>
<tr>
<td>Gabriel Terrasa</td>
<td>International Counsel</td>
<td>410-691-8148</td>
<td><a href="mailto:gterrasa@bridgedeck.org">gterrasa@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrick McCullough</td>
<td>Administrator</td>
<td>410-850-8500</td>
<td>410-850-8655</td>
<td><a href="mailto:mccullough@bridgedeck.org">mccullough@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

## Offshore Membership Group

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>David H. Boatner</td>
<td>Vice President-Pacific Ports</td>
<td></td>
<td></td>
<td><a href="mailto:dboatner@bridgedeck.org">dboatner@bridgedeck.org</a></td>
</tr>
<tr>
<td>Wayne Farthing</td>
<td>Vice President-Gulf Ports</td>
<td></td>
<td></td>
<td><a href="mailto:wfarthing@bridgedeck.org">wfarthing@bridgedeck.org</a></td>
</tr>
<tr>
<td>Steven Verse</td>
<td>Vice President-Atlantic Ports</td>
<td></td>
<td></td>
<td><a href="mailto:sverse@bridgedeck.org">sverse@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

## Federal Employees Membership Group

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Randall H. Rockwood</td>
<td>Vice President</td>
<td></td>
<td></td>
<td><a href="mailto:rrockwood@bridgedeck.org">rrockwood@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

## Communications

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lisa Rosenthal</td>
<td>Communications Director</td>
<td></td>
<td><a href="mailto:communications@bridgedeck.org">communications@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

## Legal Department

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gabriel Terrasa</td>
<td>International Counsel</td>
<td></td>
<td><a href="mailto:gterrasa@bridgedeck.org">gterrasa@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

---

**The Houston Hall Has Moved!**

The new address is:

- **Wayne Farthing**
  - Vice President-Gulf Ports
  - 281-464-9650 (phone)
  - 281-464-9652 (fax)
  - wfarthing@bridgedeck.org

- **Nell Wilkerson**
  - Representative
  - 281-464-9650 (phone)
  - 281-464-9652 (fax)
  - nwilkerson@bridgedeck.org

---

**Jacksonville**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liz Pettit</td>
<td>Representative</td>
<td>904-356-0041</td>
<td><a href="mailto:lpettit@bridgedeck.org">lpettit@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

**Los Angeles/Long Beach**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>David H. Boatner</td>
<td>Vice President-Pacific</td>
<td></td>
<td><a href="mailto:dboatner@bridgedeck.org">dboatner@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

**Miami/Port Everglades**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrea Fortin</td>
<td>Representative</td>
<td>954-946-8283</td>
<td><a href="mailto:afortin@bridgedeck.org">afortin@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

**New Orleans**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sue Bourcq</td>
<td>Representative</td>
<td>985-626-7133</td>
<td><a href="mailto:sbourcq@bridgedeck.org">sbourcq@bridgedeck.org</a></td>
</tr>
</tbody>
</table>

---

**The Houston Hall Has Moved!**

The new address is:

- **Wayne Farthing**
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  - 281-464-9650 (phone)
  - 281-464-9652 (fax)
  - wfarthing@bridgedeck.org

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Fax: 361-884-1659

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Doug Brown
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Fax: 541-267-5256
Crescent River Port Pilots
Allen J. “A.J.” Gibbs
President
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Belle Chasse, LA 70037
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Fax: 504-392-5014

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Fax: 409-740-3393

Grays Harbor
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Gig Harbor, WA 98335-7720
Phone: 253-858-3778

Hawaii Pilots Association
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President
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officeadmin@hawaiipilots.net

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Fax: 305-296-1388

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President
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Toll Free: 1-800-274-1216

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Fax: 215-465-3450

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Phone: 206-728-6400
Fax: 206-448-3405

Sabine Pilots
Duane Bennett
Presiding Officer
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Fax: 409-962-9223
www.sabinepilots.com

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President
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Mayport, FL 32233
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Fax: 904-249-7523
admin@jaxpilots.com

San Juan Bay Pilots
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San Juan, PR 00902-1034
Phone: 787-722-1166

St. Lawrence Seaway Pilots
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Fax: 315-654-4491

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Port Agent
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Fax: 718-447-1582

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Fax: 907-247-9696
pilots@seapa.com
www.seapa.com

Southwest Alaska Pilots Association
Michael D. Stone
President
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Homer, AK 99603
Phone: 907-235-8783
Fax: 907-235-6119
swpilots@gci.net.

Tampa Bay Pilots
Allen L. Thompson
Executive Director
1825 Sahlman Dr.
Tampa, FL 33605
Phone: 813-247-3737
Fax: 813-247-4425

Virginia Pilot Association
J. William Cofer
President
3329 Shore Dr.
Virginia Beach, VA 23451
Phone: 757-496-0995

Western Great Lakes Pilots Association
Donald Willecke
President
1111 Tower Ave., P.O. Box 248
Superior, WI 54880-0248
Phone: 715-392-5204
Fax: 715-392-1666
John C. Bangerter, 91, died Dec. 17, 2011. A resident of Olympia, Wash., and a pensioner since 1985, he last sailed for Sealand Services as chief mate on the MV Aleutian Developer.


Robert Dodd, 81, died Dec. 16, 2011. A resident of Lincolnville, Maine, and a pensioner since 1990, he last sailed for Sealand Services as third mate on the Sealand Trader. He was a Libertarian and a vegetarian who enjoyed many summers at camp on Pitcher Pond in Northport, Maine. His daughter, Joanna, brother, David, cousins, nieces and nephews survive him.

Jose Fidalgo, 83, died Jan. 6. A resident of Boca Raton, Fla., and a pensioner since 1987, he last sailed for United States Lines as third mate on the American Hawaii.

Floyd W. Golden, 90, died Dec. 30, 2011. A pensioner since 1983 and a resident of Durant, Okla., he last sailed for Lykes Brothers Steamship Company as chief mate on the SS Gulf Farmer. He enjoyed fishing and camping.

George Grant, 87, died Jan. 8. A resident of Grenville, Grenada, and a pensioner since 1988, he last sailed for Central Gulf Lines as third mate on the SS Green Valley.

Harvey Halcomb, 86, died Dec. 9, 2011. A pensioner since 1972 and a resident of Pasadena, Texas, he last sailed for Eagles Terminal Tankers as third mate on the SS Eagle Charger.

Melvin Hendriksen, 95, died Jan. 27. A resident of Sahurita, Ariz., and a pensioner since 1988, he last sailed for Keystone Shipping as third mate on the SS Chancellorsville.

Sven K. Johannessen, 97, died Jan. 17. A pensioner since 1977 and a resident of Lynnwood, Wash., he last sailed for Central Gulf Lines as master of the SS Green Harbor. He enjoyed boating and fishing, and was active with the Coast Guard Auxiliary, the Edmond Historical Museum and the Norwegian Seamen and War Veterans Association. He also traveled extensively with his wife. He enjoyed opera, working in his rose garden and cooking. His sons, Tor, Per and Don, and family in Norway survive him.

Peter Kramer, 84, died Sept. 15, 2011. A pensioner since 1981 and a resident of Seattle, he last sailed for Sealand Services as third mate on the SS Portland.

Kaare Kristensen, 96, died Oct. 21, 2011. A resident of Belmont, Calif., and a pensioner since 1985, he last sailed for Sealand Services as third mate on the SS Sealand Explorer.

Charles P. Laine, 83, died Jan. 13. A resident of Banning, Calif., and a pensioner since 1993, he last sailed for Maritime Overseas Corp. as master of the Overseas Harriette. He served in the Army during the Korean War. He enjoyed playing tennis and traveling. He is survived by: his wife of 55 years, Betty; sons, Ray and Randy; and three grandchildren.


Philip Marcus, 91, died Nov. 24. A resident of Brookline, Mass., and a pensioner since 1987, he last sailed for Sealand Services as third mate on the SS Sealand Venture.

James Rittenhouse, 81, died June 23, 2011. A resident of Spring, Texas, he last sailed as chief mate for USS Great Lakes Fleet.


John L. Westrem, 91, died Jan. 25. A pensioner since 1983 and a resident of Newport Beach, Calif., he last sailed for Moore McCormack Lines as master of the Mormac Draco.

Nolan W. Young, 47, died Sept. 15, 2011. A resident of Blountstown, Fla., he last sailed for E-Ships as third mate on the SS Trader.
Honor Roll of PCF Contributors

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

American maritime jobs depend on MM&P's work in Congress and the Administration. When you contribute to the PCF, you ensure that your interests, and those of your fellow merchant mariners, receive the attention they deserve.

Contribute to the MM&P Political Contribution Fund: It Works for You!

When you contribute to our union's PCF, you are directly supporting your own interests. Make your contribution today! Go to www.bridgedeck.org and click on the “Contribute to the PCF” button on the home page. Log in as a member, and follow the simple steps. Make your contribution and choose your PCF gift!

When you contribute $100 or more, you join the distinguished ranks of the active and retired MM&P members and employees who make our voice heard where it matters most:

**Commodores’ Club** recognizes contributions of $500 or more.

**Captains’ Club** recognizes contributions of between $250 and $499.

**Contributors’ level** recognizes contributions of between $100 and $249.

---

**COMMODORES**

Richard W. Ackroyd
Robert C. Beauregard
Timothy A. Brown *
Randi Ciszewski
Barry V. Costanzi
Michael F. Cotting
Kevin G. Coudombe *
Robert Darley *
In Memory of

**CAPTAINS**

Larry D. Ansheim
Jeffrey D. Adamson
Walter K. Allison
Nicholas A. Angelozzi ?
Thomas E. Apperson
Timothy M. Arey
Brian D. Arthur
Jenaro A. Asteinza
Matthew ?
Baks
David E. Behr ?
James K. Bosik, IV
David H. Boatner
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Harvey L. Brenig ?
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Joseph A. Byrne
Konstantinos Carakas
Nicholas A. Christian
Bent L. Christiansen ?
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