Six Maritime Unions Forge Alliance to Protect Members’ Rights

MM&P Friends in Congress Seek to Restore Cargo Preference Cuts

MM&P Members Triumph in Oregon Tax Fight

MM&P on the Picket Line in Support of ILA
News Briefs

MM&P joins five other maritime unions in broad alliance to protect members’ rights; tribute to MM&P International President Tim Brown caps 84th MM&P convention; survival of collective bargaining hinges on upcoming election, says United Steelworkers president; MM&P members aboard Army Corps dredges triumph in Oregon tax fight; MM&P on the picket lines in support of the International Longshoremen’s Association; new bill introduced to restore cargo preference cuts; MM&P officers now at helm of APL’s MV Pearl.

News From MITAGS

Upgrade of full-mission simulator completed in record time thanks to MITAGS maintenance team; congratulations Chief Mate/Master graduate Koutaibh Saad!

MM&P Offshore Scholarship Winners

Scholarships awarded to six dependents of members of MM&P’s Offshore Group. Winners have distinguished themselves through excellent academics, dedication to extracurricular activities, leadership skills and community service.

Resolutions Adopted at the 84th MM&P Convention

- Navigational Skills Assessment Program Requirement for Class “D” Offshore Membership
- Maritime Tax Policy
- Belated Thank You to Merchant Mariners of World War II
- Restore Dangerous Cuts to U.S.-Flag Shipping Requirements
- Support Your Job—Support the MM&P Political Contribution Fund
- Support the Development of a Marine Highway System

MM&P Directory

Cross’d the Final Bar

Thank You for Contributing to the MM&P PCF!

About the Cover

APL’s MV Cyprine has joined sister ship MV Pearl under MM&P contract. The turnover operation took place in July.
Tribute to MM&P International President Tim Brown Caps MM&P Convention

The 84th MM&P Convention ended on Tuesday, July 24, with a standing ovation for outgoing International President Tim Brown, who told the delegates he had decided not to run for a seventh term in office. "After 21 years as 'Captain' of the MM&P ship, I salute the membership and prepare to hand over the conn to a new administration at the start of 2013," Brown said.

Brown gained office in 1991 as an insurgent candidate in a badly fractured organization. After six terms at the helm, he leaves a legacy of stability, integrity and dedication to the membership of the Masters, Mates & Pilots. Before becoming president of MM&P, he served in the American Merchant Marine during the Vietnam War and then as a ship's master with Sealand Service Inc. Among his many awards for service to the industry are the Admiral of the Ocean Seas (AOTOS) Award in 2002, the Seafarers’ and International House “Outstanding Friend of Seafarers” Award in 2004 and the Father Lalonde “Spirit of the Seas” Award by the Council of American Master Mariners in 2012. In 2009, he was admitted to the Port of New York and New Jersey’s International Maritime Hall of Fame.

"Tim has brought stability and respect to our organization," said the MM&P International Secretary-Treasurer. "His achievements have laid a foundation of integrity and unity on which the membership of our union can build going forward."

The following nominations for elected office were made on the last day of the convention: International President–Donald J. Marcus; International Secretary-Treasurer–Steven E. Werse; Offshore Group Vice President Atlantic Ports–Donald F. Josberger; Offshore Group Vice President Gulf Ports–D. Wayne Farthing and Michael K. Welch; Offshore Group Vice President Pacific Ports David H. Boatner; Vice President United Inland Group–C. Michael Murray; Vice President Pilots Group–George A. Quick; Vice President Federal Employees Membership Group–Randall H. Rockwood.

A 90-day ballot has been mailed to members. The International Ballot Committee has set a tentative ballot count date of Dec. 13. The new administration will take office on Jan. 1, 2013.

"Tim has brought stability and respect to our organization," said the MM&P International Secretary-Treasurer. "His achievements have laid a foundation of integrity and unity on which the membership of our union can build going forward."

The resolutions adopted at the 84th Convention are published in this issue of The Master, Mate & Pilot starting on page 12.
Six Maritime Unions Forge Broad Alliance

MM&P has joined forces with five other leading maritime unions in a broad-based labor alliance aimed at protecting the jurisdictional rights of members. Partners with MM&P are the American Radio Association (ARA), the Inlandboatmen's Union (IBU), the International Longshoremen's Association (ILA), the International Longshore & Warehouse Union (ILWU) and the Marine Engineers' Beneficial Association (MEBA).

“MM&P is proud to be a part of this critical collective effort to protect the hard-earned rights and working conditions of our members,” said the MM&P International Secretary-Treasurer.

MM&P is the marine affiliate of the ILA and is already working closely with MEBA under the terms of the Merchant Officers’ Labor Alliance (MOLA).

In announcing the new Maritime Labor Alliance, the six unions issued a joint statement saying the decision to coordinate operations had been taken “to vigorously protect members’ jurisdictions, working conditions and labor rights.”

The move assumes particular relevance in light of the protracted and hard-fought negotiations between the ILA and waterfront employers represented under the USMX umbrella.

Maritime Alliance unions said their “first order of business” had been to discuss “contingency plans with ILA President Harold Daggett] and to pledge mutual support” in the context of the longshore negotiations.

The International Transport Workers Federation (ITF) has pledged to support the initiative, citing ongoing attacks against organized labor at the national and global level. ITF President Paddy Crumlin, a participant in the joint union deliberations, advocated “a collective, global strategy to ensure that the rights and livelihoods of maritime workers are protected in the efforts to automate maritime workplaces as a means of union busting.”

 Alliance members have also pledged to fight together against “attacks on bona fide labor unions by organizations intent on undercutting working conditions and displacing incumbent workers.”

“We welcome a constructive dialogue to address the challenges facing our industry,” the unions stated. “But if threatened, we will not stand down.”

Signatories to the alliance along with MM&P President Timothy Brown were IBU President Alan Cote, ILA President Harold Daggett, ARA President Floyd Hepting, MEBA President Mike Jewell and ILWU President Robert McEllrath.

Labor’s Future Hinges on Outcome of November Election, Says USW President Leo Gerard

The president of the United Steelworkers Union (USW) calls the upcoming presidential election the most important in 80 years to the future of labor unions in America. Corporate money in politics threatens to overwhelm the voice of organized labor, says USW President Leo Gerard, and only a strong showing at the polls by union members will force lawmakers to address the campaign financing issue.

“In 10 years, without a change in campaign finance laws, we will lose the right to bargain collectively,” Gerard told the crowd at a Pennsylvania labor rally this summer.

Without strong unions, Gerard said, the gap between the rich and everyone else will continue to widen. He urged union members to support pro-labor candidates and then demand that politicians implement policies and programs important to American workers.

The country and the labor force experienced rising prosperity between the end of World War II and the early 1980s. But since then, union membership has declined and more of the wealth generated by American industry has flowed to the top of the economic ladder. “At this point in our economic history, at this point in the evolution of America, and at this point in global economic history, the gap between the rich and the rest of us is the greatest it’s ever been,” Gerard says.

Union membership in the United States dropped from 20.1 percent of workers in 1983 to 11.8 percent in 2011, according to the Bureau of Labor Statistics. Meanwhile, income growth has been faster among top earners, according to the Census Bureau. The top 5 percent saw their inflation-adjusted median income grow by 45 percent between 1985 and 2010 to $287,000. During the same period, people among the bottom two-fifths of earners saw their median income rise just 3 percent to $19,835.

“I can’t guarantee that we’ll win every fight,” Gerard said. “But I’ll guarantee that if we don’t fight, we’ll lose.”
Federal Dredge Employees Celebrate Decisive Victory in Oregon Tax Fight

In a case that has implications for all professional mariners employed on the inland waterways, MM&P members who work aboard the federal dredges *Yaquina* and *Essayons* have learned that their multi-year battle over unfair taxation is finally at an end. The controversy centered on an attempt by the Oregon Department of Revenue to assess back taxes, interest and penalties on federal waterway workers who reside in and pay income taxes to other states.

The story began back in 1990, when Congress passed the Amtrak Reauthorization and Improvement Act, which exempts non-resident transportation workers from double taxation. Although that law did not include mariners, Congress passed additional legislation—the Transportation Employee Fair Taxation Act of 1999—that specifically exempts non-resident “waterway workers” from double taxation. Congress made another change to the law in 2010 to further clarify its intent to shield non-resident mariners from double taxation.

But Oregon tax authorities began contacting federal dredge employees last year with a request for back taxes, interest and penalties. The state contended that Congress had intended to give a narrow tax exemption only to mariners working on the Columbia and Snake rivers, but not on other Oregon waterways and not when the vessels were tied up.

MM&P member Captain Mark Keen of the Army Corps dredge *Yaquina* decided to take on the Oregon state tax authorities. He established a legal trust fund to cover expenses and, along with other affected shipmates, hired attorneys Marc Sellers and Dan Eller of the Pacific Northwest-based law firm Schwabe, Williamson and Wyatt to defend the case.

In July, the Oregon Department of Revenue notified Keen that it was dropping the assessment of back taxes based on its finding that the intent of Congress had been to exempt non-resident waterway workers who perform regular assigned duties on the waters of two or more states. The state has also said it will not attempt to tax income earned by qualified waterway workers prior to 2010.

“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,” said the MM&P International Secretary-Treasurer. “On that basis, the union pledged its support to the mariners involved in this case.”

MM&P supported the fight through advocacy work carried out by MIRAID in Washington, D.C., and through a monetary contribution to the legal trust fund established by the employees. The union congratulates MM&P member Mark Keen and his shipmates, who joined forces to make things right for all mariners who work on the waterways of Oregon.

TTD Calls Romney-Ryan Plan for Transportation “a Disaster”

A Romney-Ryan Administration would be “a disaster for the nation’s already deteriorating transportation system,” says Ed Wytkind, president of the AFL-CIO Transportation Trades Department (TTD). MM&P is one of the 32 TTD member unions in sectors that include maritime, longshore, aviation, rail, transit and highways.

“The Romney-Ryan vision for our transportation system and its workers is about making all the wrong choices,” Wytkind says. “It includes billions of dollars in cuts to transportation investments; forced privatization and outsourcing; a roll-back of safety regulations; repeal of worker protections including collective bargaining rights; and the elimination of 500,000 transportation jobs just in the first year.”

In contrast, Wytkind says, President Obama has called for the largest investment in our transportation system in modern history and has made rebuilding the middle class and investing in job creation the centerpiece of his economic agenda.

“Clearly Romney and Ryan fail to understand the vital importance of transportation to job creation and our nation’s competitiveness in the global economy,” Wytkind says. “Their vision that we can cut our way to prosperity is dangerous for America.”

He says the worst thing about the Romney-Ryan plan is that it would slash vital national programs such as transportation to pay for tax cuts for millionaires and billionaires.
MM&P Members Turn Out in Force in Support of Charleston Longshore Workers

MM&P members and officials demonstrated in Charleston, S.C., and in Washington, D.C., in August in support of members of International Longshoremen’s Association (ILA) Local 1422, who are being threatened with the loss of their jobs loading ships for the U.S. Marine Corps.

MM&P Members David Dwyer, Ryan Guthrie, Chris Hendrickson, Jason Teal and Ruffin Warren joined the picket line in the Port of Charleston. MM&P officials, headquarters personnel and MEBA President Mike Jewell took the battle to Washington, D.C., joining about 60 ILA members in a demonstration in front of the U.S. Marine Corps Barracks.

ILA President Harold J. Daggett called on all ILA locals, affiliates and supporters to join the picket line at the Port of Charleston, which continued for ten days. “Longshore workers in South Carolina have long performed the work of loading ammunition and military supplies for the U.S. Marine Corps,” Daggett said. “They are now threatened with the loss of these valuable jobs to Florida workers transported to South Carolina to perform this work. The loss of these jobs will not only adversely affect the South Carolina longshore workers’ livelihood, but also the larger local economy.”

“What’s going on in Charleston isn’t right,” said the MM&P International Secretary-Treasurer, who joined the protest at U.S. Marine Corps Headquarters in Washington, D.C., along with other MM&P staff. “Out-of-state workers are being brought to Charleston to load dangerous cargo aboard the USNS Lewis and Clark. These workers—who may not be adequately trained—are taking jobs away from experienced local longshoremen and may be putting our members at risk. Furthermore, these out-of-state workers are being housed aboard the USNS Lewis and Clark in an unprecedented move that signifies a new low in government contracting.”

Check Out Our New MM&P PCF Hoodie!

Twelve MM&P members are behind the design of the first hoodie to be offered as a PCF gift. Members of the United Inland Group and the Offshore Group shared their ideas for the design of the hoodie as part of an informal “focus group.” They evaluated several slogans before settling on one—“Solidarity Is the Foundation of Progress”—which harkens back to our union’s origins in the 1880s. The design shows two officers behind the wheel of a ship.

We’re excited about our new, 100 percent American union-made hoodie, which is modeled here by a member of the MM&P Pacific Maritime Region who participated in its design.

Get your own MM&P hoodie today with a contribution of $250 to the MM&P PCF. And remember: your PCF contribution goes to the legislators who are fighting every day to defend the programs vital to the American Merchant Marine.

It doesn't matter if you are a Democrat or a Republican, if you consider yourself a liberal or a conservative or an independent or a member of the Tea Party. The PCF has no political agenda other than to support those who support the U.S.-flag merchant marine. See for yourself! Check out the “Who We Support” page in the members’ only section of www.bridgedeck.org or send an e-mail to communications@bridgedeck.org.
Maritime Labor Comes Out in Force for Colleen Hanabusa and Mazie Hirono

Members of the maritime unions in Hawaii show their support for Colleen Hanabusa and Mazie Hirono. Hanabusa represents Hawaii’s first congressional district. Hirono is fighting to succeed retiring Sen. Daniel Akaka. Both legislators are champions of the American Merchant Marine and strong advocates for our nation’s working families.

USCG Delay in Implementing 2010 STCW Amendments Carries Grave Risks

The Coast Guard’s failure to issue regulations specifying how the United States will implement the 2010 STCW amendments has left the American maritime industry “in a regulatory gap” that will worsen dramatically in a brief period of time, according to the presidents of the nation’s four largest maritime unions.

In an Aug. 15 letter to Department of Homeland Security (DHS) Secretary Janet Napolitano, the presidents of the four unions—MM&P, MEBA, SIU and AMO—said any further delay by the Coast Guard “places the U.S.-flag maritime industry trading internationally in jeopardy, causes our U.S. mariners’ credentials to be called into question and leaves our training centers and academies in limbo.”

The STCW Convention and Code contain mandatory training and certification standards for mariners working in the international trades. The Code also regulates hours of work and rest in an attempt to avoid fatigue-related accidents.

The 2010 amendments to the STCW Convention and Code took effect on Jan. 1, 2012. Although the new provisions can be phased in over a five-year period, seafarers who enter the industry starting Jan. 1 of next year are required to begin training in accordance with the 2010 amendments.

“Given the magnitude and scope of the new amendments, the transition period requires very aggressive implementation on the part of our industry,” the union presidents told Napolitano.

The USCG published one notice of proposed rulemaking in 2009 and a supplement in 2011, but has still not provided the specific details needed by U.S. maritime training facilities to go forward. It issued a notice Jan. 4 stating that it will not enforce the 2010 amendments until it is able to formulate the new regulations, but this does nothing to help U.S. ships in the international trades, which now face international enforcement of the new provisions.

“Essentially our U.S.-flag shipping companies, our U.S.-flag ships, and our U.S.-citizen captains and officers are on their own in dealing with foreign Port State Control officials enforcing compliance with the 2010 amendments,” the union presidents wrote.

The entire U.S. seagoing labor work force on ships in international trade must undergo either additional training or refresher training to comply with the new amendments to the Convention and Code. “Due to the nature of seagoing work assignments and the limited capacity of our training facilities, careful planning over the five-year transition period is necessary to assure properly credentialed U.S. mariners are available for commercial operations and civilian-crewed military support ships,” the union presidents wrote. They asked Napolitano to ensure that the Coast Guard implements the new provisions before the end of the year.

“The inexcusable delay in implementing the internationally required training, credentialing, and work/rest hour provisions is unacceptable and brings into question the ability of the U.S. Coast Guard to publish regulations in a timely fashion to further safety, security and environmental protection,” they wrote.
Legislation Introduced to Restore Cargo Preference Cuts

Congressmen Elijah Cummings (D-Md.) and Jeff Landry (R-La.) have introduced bipartisan legislation that would restore the cuts in the cargo preference program that were contained in the surface transportation bill enacted in July. Language that was added to the surface transportation bill reduced the U.S.-flag shipping requirement to 50 percent.

The new bill, HR 6170, would bring the U.S.-flag shipping cargo preference requirement back to the 75 percent level that had existed since 1985. It has already been cosponsored by Democrats Nick Rahall (W.Va.), Rick Larsen (Wash.), Bennie Thompson (Miss.), Colleen Hanabusa (Hawaii), Cedric Richmond (La.), Corrine Brown (Fla.) and Tim Bishop (N.Y.), and by Republicans Mike Grimm (N.Y.) and Candace Miller (Mich.).

It is significant that seven of the first eleven Congressional sponsors of this legislation participate in the maritime grassroots program that includes MM&P and MEBA. The seven are: Reps. Cummings, Rahall, Larsen, Richmond, Bishop, Brown and Grimm.

In introducing the bill, known as “the Saving Essential American Sailors (SEAS) Act,” Cummings delineated in stark terms the risks that the cargo preference cuts pose to America’s security and economy. “If we allow a further decline in this fleet and the loss of additional mariner jobs, we risk leaving our economy and indeed our military dependent on foreign-flagged, foreign-owned vessels manned by non-U.S. citizens,” he warned.

Landry struck a similar note, saying “this is what happens when Washington rushes bills… We don’t fully debate them or understand their ramifications. Section 100124 will mean that American taxpayers will be paying foreign workers while American mariners sit on the beach.”

MM&P and MIRAID, along with MEBA and others in our industry, have expressed strong and enthusiastic support for the enactment of HR 6170. A resolution unanimously adopted by the delegates to the 84th MM&P Convention stated that: “The U.S.-flag merchant marine and America’s maritime workforce deserve better from Congress… the 75 percent U.S.-flag cargo preference shipping requirement must be restored to protect and enhance America’s economic, homeland and military security.”

MM&P has expressed its deep appreciation to Congressmen Cummings and Landry and the other sponsors of HR 6170 for their quick action and unwavering commitment to the U.S.-flag fleet and to American maritime workers. We will continue to report on this issue and on the progress of the new legislation.

Greetings From APL’s MV Agate!

MM&P member Kahai Wodehouse shared these photos of the APL Agate during a recent dry-docking. Thank you Kahai!

The Agate is one of APL’s S-12’s that is now qualified under the Maritime Security Program (MSP). APL has a dry-docking plan going forward for the S-12’s.

Remember: we are always looking for images of MM&P members and their ships! Please send your photos today to: communications@bridgedeck.org.
MM&P Officers Now at Helm of APL’s MV Pearl

MM&P licensed deck officers are now in the wheelhouse of the American President Lines (APL) vessel MV Pearl. Both the Pearl and its sister ship APL Cyprine were previously under contract with the American Maritime Officers. The two have now joined MV Agate and MV Coral under MM&P contract.

MM&P officers aboard MV Pearl during the transition were Capt. Nikolai Sinkevich, Chief Mate Darrin N. Muenzberg, Second Mate Drew Corneille and Third Mate Michael Spradlin. Critical support during the turnover came from PRO Capt. Joseph Ahlstrom, Capt. Jonathan Komlosy and Capt. Michael McCormick, as well as APL officials John Dragone, Capt. Brian Peters and Capt. Mark Remijan.

“MM&P was well represented with Nick Sinkevich as master and a strong complement of mates,” McCormick said.

APL has replaced its four U.S.-flag C-10 Class vessels with four newer S-12 Class vessels as part of its Maritime Security Program (MSP) fleet. Although the C-10 Class ships—MV President Adams, MV President Jackson, MV President Polk and MV President Truman—are leaving the MSP program, they are slated to remain in U.S.-flag operation under the terms of the MM&P-APL collective bargaining agreement. These developments have resulted in a net gain of two ships under MM&P contract.
MM&P Member Captures Love of Sailing in Images

MM&P member Brian Page always tries to carry a camera with him when he’s aboard a ship. After he graduated from the U.S. Merchant Marine Academy at Kings Point in 1999, he spent nine years sailing with MM&P aboard commercial vessels and was inspired to take up photography to capture the beautiful scenery he encountered around the world.

Now with the Association of Maryland Pilots, Page recently piloted ships into Baltimore for the Sailabration, the maritime celebration which commemorates the bicentennial of the start of the War of 1812. The event, which took place in June, included more than forty tall ships, many of which were open for tours. Thousands of people flocked to Baltimore to take part in the celebration.

Page piloted the USS Donald Cook, the USCG Cutter Eagle, and the Colombian tall ship ARC Gloria. — Ashley Morrow

Photos by Brian Page

MM&P Members Go “All Out” for Union Brother

Three MM&P brothers went above and beyond the call of duty when a medical emergency struck Offshore member Mike Parr on the night of July 4. Parr, who sails as captain and chief mate aboard Horizon Lines vessels, was docking his ship in Honolulu when a medical problem—since resolved—required emergency room treatment and five days of hospitalization.

MM&P Honolulu Port Representative Randy Swindell and members Dan Nakos and Ted Bernhard visited Parr daily in the hospital. When Parr was released five days later, Swindell gave him a ride to a hotel, where—still unable to walk without assistance—he finished his recuperation.

“Dan Nakos and I go way back,” Parr said, “but Randy Swindell and Ted Bernhard didn’t even know me. What all three of these guys did went above and beyond the call of duty. I just want everyone to know what they did for me, and to tell them how much I appreciate it.”

PMR Members at AMNAV Gather for Annual Picnic

MM&P members who work at AMNAV Maritime Services were joined at their annual family picnic by a host of friends including the MM&P Secretary-Treasurer, the Vice President of the United Inland Group (UIG) and the MM&P San Francisco Branch Agent. AMNAV, a leader in ship-assist, tanker and barge escort operations in the San Francisco Bay Area, is vertically manned by members of MM&P’s UIG-Pacific Maritime Region. The company’s president and chief executive officer is Milt Merritt.

“AMNAV is a family-oriented company with quality personnel,” said the MM&P UIG Vice President. “It’s an honor and a pleasure to join them each year at their picnic.”
MITAGS Maintenance Chief Instrumental in $1 Million Simulator Upgrade

MITAGS is perhaps most famous for its two impressive full-mission ship-handling bridge simulators, one of which underwent a $1 million upgrade this summer to bring the projection system and console to today’s standards and beyond. The newly upgraded simulator was taken online for the first time in July by Mel Foster, who was instrumental in completing the project.

Foster has worked at MITAGS for 38 years, starting as a groundskeeper in 1974 and working his way up to his current position as maintenance chief. Before coming to MITAGS, he worked in a machine shop for sixteen years, making race cars and race boat engines. “Anything with metal and engines I can machine or weld,” he says.

On a day-to-day basis at MITAGS, Foster oversees the everyday work orders and projects needed to keep an institution like MITAGS running. Upgrading the simulator posed new challenges, and Foster and his team went above and beyond expectations.

Over the course of two months, Foster and his team constructed platforms, dismantled the old projection system, installed and configured the new projectors, installed ladders and rails for added safety, and changed the HVAC unit to make the simulator more efficient and comfortable.

“Mel could not have done more for us,” said Gregg Ferrando, the simulator’s Director of Technical Applications and lead installer. “Without him we would not have been able to finish the project on time.”

In comparison to the old system, Foster says the new system “is like night and day. The projection is so bright and brilliant.”

Of being the first person to take the simulator live, Foster said, “It was a real privilege… It was a really gratifying experience to be able to shine in a project that [my team and I] can see will help the institute…”

A project like this would ordinarily have taken about three and a half months, according to Eric Friend, the Director of Training, but, with the help of Foster and his team, the upgrade was completed in two months and one week. “This bridge has the most advanced projection and graphics system along with multi-functional displays creating a true Integrated Bridge System,” said Friend.

The first class was held in the newly upgraded simulator on July 31. — Ashley Morrow

Congratulations Chief Mate/Master Graduate Koutaibh Saad

Koutaibh Saad joined MM&P after graduating from the Arab Academy for Science, Technology and Maritime Transport in Egypt. He now ships out of the MM&P Hall in New York/New Jersey. When he’s not working, he tries to spend as much time as possible with his children, swimming, playing soccer and riding bikes. He also likes to hunt doves and quail. Originally from Syria, he has been unable to visit his family there for several years because of the political situation. “I would like to thank everyone at MITAGS and MM&P,” he says. “So many people here have given me help and support. Words cannot express my gratitude.”
Quarters cramped?
Our Mortgage Program can help you buy a new home.

With today’s great rates, there’s no better time to make a move. And no better deal than a Union Plus Mortgage. Visit our website and check out the exciting options available, then let our experts help you find an affordable mortgage that meets your needs. You’ll love the special benefits we offer union members—and you’ll love your roomier new home!

**LOCK IN HISTORIC LOW RATES.** Choose from a wide variety of loans from lenders you can trust. Get answers to all your questions and reliable guidance throughout the application process.

**CUT YOUR CLOSING COSTS.** Save up to $495 on your new home purchase.

**GET A $500 “FIRST HOME” BONUS.** Awarded to first-time union buyers.

**UNIQUE HARDSHIP ASSISTANCE.** Interest-free loans are available to help pay the mortgage when you’re unemployed, disabled, locked out or on strike. The first $1000 is a grant that does not need to be repaid.

UnionPlus.org/Mortgage3

Text **UNION** to **22555** for information about all of your Union Plus benefits.

Msg&Data Rates May Apply. Reply STOP to opt-out. Reply HELP or contact info@unionplus.org for help. Expect no more than 2msgs/mo.
Each year, the MM&P Health & Benefit Plan awards scholarships to six dependents of members of the Offshore Group who have distinguished themselves in academics and extracurricular activities, including community service. As long as the students continue to meet the eligibility requirements, the scholarships are renewable for four years of college study. For more information, contact the MM&P Health & Benefit Plan at 410-850-8500. Congratulations and best wishes to the 2012-13 scholarship winners.

**Emily B. Hewitt**, daughter of Steven Hewitt, is attending Middlebury College. She graduated from high school as salutatorian with awards in creative writing, Latin and for tutoring students in mathematics. Last summer she worked as an intern in the pharmacology department at the medical college at Boston University, assisting in research on the workings of the human brain. “I learned my work ethic from my father, and that work ethic is the backbone of my own success,” she says.

**Joanna Mitchell**, daughter of Bruce Mitchell, is attending Northern Arizona University where she studies psychology. She graduated as vice president of her senior class in high school and was a member of the National Honors Society for two years. “I am profoundly grateful for the chance this scholarship has given me,” she says.

**Carina Mossman**, daughter of Brian Mossman, is attending the University of New Hampshire. Carina has a strong background in community service, starting with travel to Kenya with her father in 2007 to volunteer at an orphanage, and continuing with work at Habitat for Humanity. In her junior year in high school, she was the captain of the varsity soccer and touch rugby teams. She would like to thank all the MM&P members who made this scholarship possible.

**Matthew C. Parlon**, son of Gerald Parlon, is studying engineering with an environmental focus at Northeastern University. In high school, Matthew was an honors student and an athlete. He played rugby all four years, became captain of the rugby team in his senior year and received the 2011-12 Coach's Award. He also participated in the economics team and tutored middle school and high school students in math. Matthew would like to thank his father for passing down the unique nautical and worldly wisdom that could only be bestowed by a veteran Merchant Marine Officer.

**Andrea E. Pelayo**, stepdaughter of Brett Marquis, enjoys learning languages. She speaks English and Spanish fluently and is studying French. Her passions include soccer, traveling and learning about other cultures. Her favorite things about her father's work were the incredible stories he came back with. She says, “I have been fortunate enough to grow up in a loving household, with great food every day, supportive friends, incredible teachers and a family that sees success and determination in me… My parents love their jobs, and I hope to be as passionate about mine as they are about theirs when I go out into the world.”

**Thomas A. Ramsey**, son of Robert Ramsey, is attending Western Washington University. In high school, Thomas was a member of the National Honor Society and volunteered with Habitat for Humanity and Relay for Life. He also co-founded his school's first snowboarding/ skateboarding club. Thomas has played the piano for ten years and participated in National Adjudications for six, receiving superior ratings at his last two adjudications. He says, “One of the most memorable moments of my life was taking my first trip to Alaska with my father on the ship he captains, the Horizon Tacoma, when I was twelve. I have been privileged to make that trip almost every summer since then.”

**Scholarships**

**Emily B. Hewitt**, daughter of Steven Hewitt, is attending Middlebury College. She graduated from high school as salutatorian with awards in creative writing, Latin and for tutoring students in mathematics. Last summer she worked as an intern in the pharmacology department at the medical college at Boston University, assisting in research on the workings of the human brain. “I learned my work ethic from my father, and that work ethic is the backbone of my own success,” she says.

**Joanna Mitchell**, daughter of Bruce Mitchell, is attending Northern Arizona University where she studies psychology. She graduated as vice president of her senior class in high school and was a member of the National Honors Society for two years. “I am profoundly grateful for the chance this scholarship has given me,” she says.

**Carina Mossman**, daughter of Brian Mossman, is attending the University of New Hampshire. Carina has a strong background in community service, starting with travel to Kenya with her father in 2007 to volunteer at an orphanage, and continuing with work at Habitat for Humanity. In her junior year in high school, she was the captain of the varsity soccer and touch rugby teams. She would like to thank all the MM&P members who made this scholarship possible.

**Matthew C. Parlon**, son of Gerald Parlon, is studying engineering with an environmental focus at Northeastern University. In high school, Matthew was an honors student and an athlete. He played rugby all four years, became captain of the rugby team in his senior year and received the 2011-12 Coach's Award. He also participated in the economics team and tutored middle school and high school students in math. Matthew would like to thank his father for passing down the unique nautical and worldly wisdom that could only be bestowed by a veteran Merchant Marine Officer.

**Andrea E. Pelayo**, stepdaughter of Brett Marquis, enjoys learning languages. She speaks English and Spanish fluently and is studying French. Her passions include soccer, traveling and learning about other cultures. Her favorite things about her father's work were the incredible stories he came back with. She says, “I have been fortunate enough to grow up in a loving household, with great food every day, supportive friends, incredible teachers and a family that sees success and determination in me… My parents love their jobs, and I hope to be as passionate about mine as they are about theirs when I go out into the world.”

**Thomas A. Ramsey**, son of Robert Ramsey, is attending Western Washington University. In high school, Thomas was a member of the National Honor Society and volunteered with Habitat for Humanity and Relay for Life. He also co-founded his school's first snowboarding/ skateboarding club. Thomas has played the piano for ten years and participated in National Adjudications for six, receiving superior ratings at his last two adjudications. He says, “One of the most memorable moments of my life was taking my first trip to Alaska with my father on the ship he captains, the Horizon Tacoma, when I was twelve. I have been privileged to make that trip almost every summer since then.”
Resolutions Adopted at the 84th MM&P Convention

Resolution No. 2
Navigational Skills Assessment Program Requirement for Class “D” Offshore Membership

Committee: Resolutions & Petitions
Committee Recommendation: Refer to Shipping Rules Committee
Convention Action: Concur with Committee recommendation with favorable recommendation
Submitted By: Atlantic Ports Vice President

Whereas, the original proposal for MM&P applicants with a year or more of Offshore Division seetime to advance in membership was established by resolution at the 81st MM&P Convention in 2006, along with the Shipping Rules ratifications,

Whereas, since its establishment there have been criticisms of the navigational watchstanding of new junior officers by senior officers aboard vessels in the fleet as well as from our employers,

Whereas, MM&P applicants with a year or more of Offshore Division seetime have the ability to advance in membership without an independent quantitative assessment of their skill sets,

Whereas, MM&P seeks to maintain its reputation of having the highest quality and best trained membership of Licensed Deck Officers in the world,

Whereas, a program currently offered at MITAGS allows mariners to complete practical valuation of skill level in the controlled and safe environment of a full-mission bridge simulator—as a Practical Evaluation Only—not as an instructional course,

Now, therefore, be it resolved, that this course is to be developed and covered under the Student Trust Agreement subject to ratification at the next Shipping Rules referendum, and a new Group “D” Classification requirement is to be added to the current list. The new requirement shall be as follows:

1. Candidates for Group “D” classification membership must successfully pass a Navigational Skills Program (NSP) simulation at MITAGS. This course is covered under the Student Trust Agreement.

2. There is no outside (non-MITAGS instruction) credit allowed for this evaluation program.

3. The Applicant will have to pass the NSP simulation prior to acceptance into membership status.

4. This applies to transferees and applicants who are admitted directly into Group “C” or higher membership classification prior to the advancement into the next membership group classification.

5. A Licensed Deck Officer (LDO) who has been determined to have been terminated for cause as a result of substandard Navigational Skills and/or duties as Officer in Charge of Navigational Watch (OICNW) shall be required to participate in this program and pass the NSP simulation prior to being eligible to bid on Off The Board (OTB) jobs or accept a Company Employee (CE) offshore shipboard assignment. This provision does not apply to Port Relief Officer (PRO) in port watches.

Resolution No. 3
Maritime Tax Policy
Committee: Laws & Legislation
Committee Recommendation: Concur with resolution as written
Convention Action: Concur with Committee recommendation
Submitted By: General Executive Board
With all the talk in our nation’s capital about the need to create American jobs and help the middle class, it is time for Congress to give maritime tax reform the attention and support it deserves. While a number of individual members of Congress have recognized how maritime tax reform can boost the national economy and strengthen our industry—especially Congressmen Pat Tiberi (R-Ohio), Brian Higgins (D-N.Y.), Elijah Cummings (D-Md.), Rick Larsen (D-Wash.) and Steve LaTourette (R-Ohio) to name just a few—it is imperative that greater attention be given to this area.

MM&P has consistently advocated in support of legislation that would use the Internal Revenue Code to encourage, rather than discourage, the acquisition and operation of U.S.-flag commercial vessels and the employment of American merchant mariners. In fact, it is clear that the current application of the tax code and its provisions promoting foreign rather than American shipping are responsible for the outsourcing of American maritime jobs. This can, should, and must be stopped.

Today, U.S.-flag commercial vessels and their American crews are subject to a full range of U.S. taxes. Yet the foreign-flag vessels and crews that compete with our merchant marine for the carriage of America’s export/import trade are not only exempt from the application of U.S. tax laws, they are subject to few if any taxes by their respective governments. Unlike the United States, most foreign governments have long recognized that the payment or non-payment of taxes is one of the most significant factors considered by a company when it decides where to register its vessels and what citizen crews to employ. Consequently, most foreign-flag fleets operate in what is essentially a tax-free environment, thereby gaining a competitive and economic advantage over their U.S.-flag competition. This disparity in tax treatment has caused a decrease in the number of vessels operating under the U.S. flag, the outsourcing of employment opportunities for American maritime workers, and the almost total domination of America’s foreign commerce by foreign-flag vessels and their crews.

In 2004, at the urging of MM&P and others in the maritime industry, Congress enacted legislation establishing a tonnage-based tax system for U.S.-flag commercial vessels in the foreign trades. This system largely mirrors the tonnage tax systems implemented in a number of industrialized nations for their merchant marines, including those in the United Kingdom, Denmark, Germany and Norway.

At a recent Congressional hearing, several representatives of U.S.-flag shipping companies stated that they have elected to use the tonnage tax option and that it has proved to be very beneficial. The tax savings, according to the company representatives, have been reinvested into U.S. shipping operations, thereby realizing the advantages envisioned by the change to the tonnage tax system.

We urge Congress to build on the success of the tonnage tax and to adopt additional tax measures that foster the growth of U.S.-flag shipping and increase the number of American maritime jobs.

First, as enacted, the current tonnage tax regime is only available to U.S.-flag vessels operating exclusively in the U.S. foreign trades and to U.S.-flag vessels that operate in the domestic trades for less than 30 days each year. Unfortunately, this 30-day limitation effectively precludes companies that operate or plan to operate U.S.-flag vessels in both the domestic and foreign trades from using the new tonnage tax law. This means that these American companies will face a significant competitive disadvantage and tax disparity when engaged in the foreign trade.

Consequently, we believe Congress should amend the tonnage tax law to eliminate the 30-day limitation on domestic vessel operations. U.S.-flag vessels would continue to use the existing corporate tax code for their domestic trade operations, but would be able to elect to use the tonnage tax method for their U.S.-foreign trade operations regardless of how many days they operated vessels in the domestic trades. This means that all U.S.-flag vessels operating in the foreign trade would be treated the same under the tonnage tax law, and that all U.S.-flag vessels would have the same opportunity to compete against foreign-flag vessels for the carriage of America’s export-import trade. In so doing, Congress would be encouraging companies to expand their U.S.-flag foreign trade fleets and operations.

Second, MM&P believes the existing foreign source income exclusion in U.S. tax law (Section 911 of the Internal Revenue Code) should be extended to include American merchant mariners. At present, Section 911 allows every U.S. citizen working outside the United States—but not American mariners working aboard vessels operating outside U.S. waters—to exclude up to $80,000 in income from federal tax.

A 2009 report prepared by IHS Global Insight Inc. for the U.S. Maritime Administration noted that:

“Most major maritime nations, including traditional maritime nations with developed economies similar to our own (European Union nations) and flag-of-convenience nations, either do not tax or sharply reduce taxes on the income of their mariners in international shipping. . . . Adoption of the merchant mariner exemption would reinforce the tonnage tax incentives enacted in 2004 by reducing the significant disparity in tax burdens by granting merchant mariners tax status similar to that available for nearly all other Americans who work overseas. The exemption would also help by reducing tax and manning costs and would increase mariner recruitment and retention . . . .”

Extending Section 911 to American mariners is not only important to help American vessels and American crews compete against foreign-flag vessels and their tax-exempt
crews, it would help ensure that a sufficient number of trained and qualified U.S. citizen mariners are available to crew the government and privately owned vessels used by the Department of Defense to support American troops overseas and to enhance our nation’s seapower capability.

Third, under Title VI of the Merchant Marine Act, U.S. shipping companies may establish a tax deferred Capital Construction Fund (CCF) in order to accumulate capital necessary to build or rebuild vessels in U.S. shipyards. Unfortunately, the law has not kept pace with changing conditions in the maritime industry and should be amended to expand the use of CCF funds. For example, the withdrawal of CCF funds for the maintenance and repair of U.S. vessels in U.S. shipyards is not permissible and is subject to penalty. Amending the law to allow such work to be done with CCF funds would provide additional job opportunities for American shipyard workers, as well as those in related service and supply industries.

Similarly, the law does not allow CCF funds to be used to acquire U.S.-built vessels through lease payments. This effectively eliminates an important financing source that would enable U.S. shipping companies to expand and modernize their fleets. This too should be changed. Both changes would help enhance the competitiveness of U.S.-flag vessel operations, thereby helping to preserve the jobs of American merchant mariners.

Without the appropriate changes in the scope and application of America’s tax laws for U.S.-flag shipping and American crews, American investment dollars and American maritime jobs will continue to be outsourced to the benefit of foreign-flag fleets and foreign maritime workers. It is critical, especially during these dangerous and uncertain times, that the United States continues to have the trained, loyal American merchant mariners needed to crew the government and privately owned vessels necessary to supply our armed force overseas. Our national policies, including our tax policies, must promote the acquisition and operation of U.S.-flag commercial vessels with U.S. citizen crews so that the U.S. merchant marine is available and ready to respond to our nation’s call at any time.

Therefore, BE IT RESOLVED, that the 84th Convention of the International Organization of Masters, Mates & Pilots, ILA/AFL-CIO, supports changes to U.S. tax policy that promote a strong, healthy, U.S. flag-, U.S.-citizen crewed maritime industry.

Resolution No. 4

Belated Thank You to Merchant Mariners of World War II

Committee: Laws & Legislation
Committee Recommendation: Concur with resolution as written.
Convention Action: Concur with Committee recommendation.
Submitted By: General Executive Board

The time is long overdue to correct the injustice that World War II mariners face. The ongoing and unconscionable refusal on the part of our government to grant these brave men and women the recognition and compensation they have earned and deserve is an insult not only to them and their families but to all American merchant mariners who continue to this day to respond to our nation’s call without hesitation.

We continue to strongly support and work for enactment of legislation (HR 23) that would finally and appropriately recognize the service of American merchant mariners during World War II. In this Congress, as in the past, HR 23 has been sponsored by Congressman Bob Filner (D-Calif.). He, more than anyone else in Congress, has fought to give these mariners their due. To date, 85 of his colleagues in the House have joined him in the effort by cosponsoring HR 23.

As introduced, HR 23, the “Belated Thank You to the Merchant Mariners of World War II Act of 2011,” establishes in the Treasury the Merchant Mariner Equity Compensation Fund for payments by the Secretary of Veterans Affairs (VA) of a monthly benefit of $1,000 to each qualified individual. To receive the monthly benefit, the mariner would have to demonstrate that between Dec. 7, 1941 and Dec. 31, 1946, he was a documented member of the U.S. merchant marine (including the Army Transport Service and the Naval Transport Service) serving as a crew-member of a vessel that was operated in U.S. waters by the War Shipping Administration or the Office of Defense Transportation and was operated under contract to, or was the property of, the United States. The legislation further requires such individuals to: (1) apply for such benefit within one year after the enactment of this Act; and (2) not have received benefits under the Servicemen’s Readjustment Act of 1944.
In calling for enactment of the legislation, Rep. Filner repeatedly reminded his colleagues that merchant mariners “suffered one of the highest casualty rates in World War II while they delivered troops, tanks, food, fuel and other supplies to every theater of war. Without their service, the troops and weapons and supplies could not have been transported to where they were needed.”

Congressman Filner has further argued that, “Unfortunately, these brave men were denied their rights under the GI Bill of Rights that Congress enacted in 1945... The Merchant Marine became the forgotten service. The fact that merchant seamen had borne arms during wartime in the defense of their country seemed not to matter.”

MM&P and the other seafaring unions have joined Congressman Filner in urging enactment of this legislation. We have pointed out to Congress that President Franklin Roosevelt eloquently and accurately summed up the contributions of America’s World War II merchant mariners, telling the country and the world that these mariners “have written one of its most brilliant chapters. They have delivered the goods when and where needed in every theater of operation and across every ocean in the biggest, the most difficult and most dangerous job ever undertaken.”

Most importantly, we noted that when President Roosevelt signed the GI Bill, he again recognized the service and valor of America’s mariners stating that, “I trust Congress will soon provide similar opportunities to the members of the merchant marine who have risked their lives time and time again during war for the welfare of their country.” Unfortunately and inexplicably, succeeding Congresses have failed to heed President Roosevelt's words and have failed to enact HR 23 or similar legislation.

It is also important to note that the National Association for Uniformed Services (NAUS) has joined maritime labor and the American Merchant Marine Veterans (AMMV) in support of this legislation. In remarks presented to the AMMV’s 2010 National Convention, NAUS President Major General William Matz (Ret.) said, “Your service is one of the main reasons we have been able to sustain a free, strong and secure America. You and your shipmates accepted the grueling demands of service and you committed yourselves to protecting our country.”

The 1946 Report of the War Shipping Administration to the President made clear in its opening paragraph how critically important the U.S.-flag merchant marine had been to the successful war effort. The report opens by stating that:

“The United States was a member of a fighting team of United Nations that won the greatest war in history. There were three major players who represented the United States on that team: our fighting forces overseas, the production army here at home, and the link between them – the United States Merchant Marine.”

In addition, the Report summed up the vital role and extreme sacrifice of American merchant mariners during World War II:

“Wept V-J Day, 733 American merchant vessels of over 1,000 gross tons were sunk during the war, victims of torpedoes, bombs, mines, and marine disasters largely caused by war conditions. This was more than half the tonnage of our prewar Merchant Marine. . . A total of 5,638 merchant seamen and officers are dead and missing; 581 were made prisoners of war. Through the first part of 1943, casualties among the seagoing force were greater proportionately than all the armed services combined.”

Ignoring the facts and failing to enact the legislation denigrates the service of America's World War II merchant mariners and to demean the contributions these mariners, and all American merchant mariners, have made to protect our nation's security. Continued opposition to this legislation is, in our opinion, misguided at best and at worse, represents a total disregard for the men and women who have served and who proudly serve as part of our nation's fourth arm of defense. The time to enact this legislation is long overdue. The time to enact this legislation is now.

Therefore, BE IT RESOLVED that the 84th Convention of the International Organization of Masters, Mates & Pilots, ILA, AFL-CIO, calls for the enactment of HR 23 so that America's World War II Merchant Mariners may finally receive the recognition and compensation they have earned; and

BE IT FURTHER RESOLVED, that the 84th MM&P Convention thanks Rep. Bob Filner for his many years of effort on behalf of our country's World War II merchant mariners and wishes him fair winds and following seas upon retirement as a Member of Congress.

Resolution No. 5

Restore Dangerous Cuts to U.S.-Flag Shipping Requirements

Committee: Laws & Legislation

Committee Recommendation: Concur with resolution as written

Convention Action: Concur with Committee recommendation

Submitted By: General Executive Board

As Congress neared the end of negotiations over surface transportation legislation, the House Republican Budget Committee and its Chairman, Congressman Paul Ryan, added language to the bill that cuts existing cargo preference requirements applicable to the PL 480 Food-for-Peace Program. The cuts, ostensibly
intended to reduce spending for the carriage of food aid cargoes, reduces the U.S.-flag share from 75 percent to 50 percent, the pre-1985 level for U.S.-flag participation.

This attack against cargo preference and the U.S.-flag merchant marine took place completely outside the rules that should govern Congressional actions. There was no discussion about the impact the reduction in U.S.-flag operations would have on the fleet, the economy or on our national security. There was no opportunity for the Congressional Committees that have jurisdiction over the cargo preference statute to consider the Budget Committee proposal and to vote on its advisability. There was no opportunity for the Department of Defense, which has repeatedly expressed its support for existing cargo preference requirements as a means to help maintain a militarily useful U.S.-flag shipping capability, to express its views to Congress. In 2011 Gen. Duncan McNabb, then Commander of United States Transportation Command, stated that:

“The movement of U.S. 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 DOD sealift readiness.”

The U.S.-flag merchant marine and America’s maritime workforce deserve better from Congress. We applaud Congress for taking action on a transportation bill that helps put American construction workers to work on highway and transit projects across the United States. However, it is shortsighted and counterproductive for Congress at the same time to take action against the U.S.-flag fleet that will reduce U.S.-flag vessel operations, reduce American maritime employment and weaken the economic, homeland and military security of the United States.

We are not alone in our outrage at the unwarranted behind-closed-doors cuts in the cargo preference program. During the floor debate on the surface transportation bill, Congressman Elijah Cummings (D-Md.) told his colleagues that “without the Maritime Security Program and cargo preference programs, we would have no merchant marine, leaving our military, and indeed, our economy, dependent on foreign vessels.” Congressman Cummings stated unequivocally that the provision cutting cargo preference “should never have been included in this bill, and it should be immediately repealed.”

Along the same lines, Congressman Rick Larsen (D-Wash.), the lead Democrat on the House Coast Guard and Maritime Transportation Subcommittee, warned that, “It is imperative that the maritime industries of the United States remain vibrant contributors to our national security and economy. This harmful provision does nothing to advance that mission.” He too urged that the anti-U.S.-flag shipping language be repealed.

It is important to understand that the shipment of U.S. food aid overseas on U.S.-flag vessels generates approximately $520 million in U.S. household earnings and approximately $2 billion in economic output in the U.S. economy.

Equally important, approximately 13,000 Americans are directly employed in the transportation of food aid cargoes from the point of production to those in need overseas. The provision included in the new surface transportation legislation that reduces U.S.-flag participation will reduce the economic benefits that accrue to our country through the current 75 percent U.S.-flag cargo preference requirements.

It is important that Congress maintain at least the current funding of $1.46 billion in Fiscal Year 2013 for the PL 480 Food-for-Peace program and that it restore the 75 percent U.S.-flag shipping requirement to benefit the U.S. economy and strengthen our military security.

Therefore, BE IT RESOLVED that the 84th Convention of the International Organization of Masters, Mates & Pilots, ILA/AFL-CIO urges Congress to repeal section 100124 of the surface transportation act that reduces the U.S.-flag share of food aid cargoes; and

BE IT FURTHER RESOLVED, that the 84th MM&P Convention urges Congress to sustain funding in Fiscal Year 2013 for the PL 480 Program and to enact a farm bill that continues to focus on the export of U.S.-grown commodities to those in need overseas.
Resolution No. 6

Support Your Job—Support the MM&P Political Contribution Fund

Committee: Laws & Legislation

Committee Recommendation: Concur with resolution as written.

Convention Action: Concur with Committee recommendation.

Submitted By: General Executive Board

Whether you consider yourself a liberal or a conservative, a Republican or a Democrat, an Independent or a member of the Tea Party, the actions taken and not taken by the 112th Congress have given every MM&P member good reason to contribute to our Union's Political Contribution Fund (PCF). Now more than ever before, it has become evident that unless we dedicate ourselves and our resources to the ongoing effort to protect our jobs and the economic viability of the U.S.-flag merchant marine, those who oppose our industry for their own parochial purposes will succeed.

When they succeed, we lose. When they succeed, American maritime jobs are sent overseas. When they succeed, foreign-flag vessels with their foreign crews will replace American ships and their American crews. When they succeed in their effort to repeal the Jones Act, to repeal cargo preference and to end the Maritime Security Program, no political agenda will be capable of revitalizing our fleet and giving American mariners their jobs back.

The Masters, Mates & Pilots Political Contribution Fund (PCF) is a non-partisan fund that provides financial assistance to candidates regardless of political party, from all parts of the country and of all ideological persuasions. The MM&P PCF has not and does not advance any political agenda. The only criterion used when deciding whether the MM&P PCF should financially support an individual seeking election to the U.S. House of Representatives or Senate is his or her position on issues of direct importance to the jobs and economic well-being of MM&P members, pensioners and their families.

Like it or not, the survival and growth of our industry, and the preservation and creation of American maritime jobs, are dependent on the actions taken or not taken in Washington, D.C. Regardless of any one individual's position on the political issues that dominate the headlines and provide non-stop ammunition to political pundits on the left and right, none of us should ever lose sight of the fact that our union, our industry, and our country cannot afford to have people elected to Congress and to the White House who do not support the programs and policies important to the operation of U.S.-flag ships and to keeping American maritime jobs here instead of sending them overseas.

We owe it to ourselves to make sure that we give our votes and our money to those who at a minimum: support the Jones Act; who agree that U.S.-flag vessels should carry at least a portion of government cargoes; who are committed to the expansion, enhancement and funding of the Maritime Security Program; and who will work to ensure that America's tax laws and trade policies promote the use of U.S.-flag vessels and the employment of American merchant mariners.

As the 2012 Congressional elections draw near, we find ourselves in the midst of a number of battles involving programs and policies that affect the very survival of the U.S.-flag fleet. For example, a number of anti-Jones Act forces, especially in the non-contiguous states, are expanding their efforts to weaken or repeal the Jones Act. These individuals and institutions insist that the Jones Act and its U.S.-flag and U.S.-crew requirements are responsible for the fact that their local economies have not fully recovered from the Recession.

It is extremely important that the MM&P PCF have the resources necessary to help elect individuals to the House of Representatives and Senate who understand the importance of the Jones Act to the economic, homeland and military security of the United States and who will work with us and others in our industry to maintain and fully enforce the domestic cabotage laws.

The challenges we have faced and will continue to face in the next Congress go beyond the Jones Act. Consider for example that the battle to secure full funding for the Maritime Security Program's 60-ship fleet of U.S.-flag vessels must be fought each year—the effort to reauthorize this vitally important commercial sealift program is currently underway. Similarly, every year, our supporters in Congress must make sure that our nation's ferry boat systems have the money they need to expand and modernize and to preserve American maritime jobs aboard these vessels.

Thanks to our friends in Congress, we have blocked the efforts of some states to tax non-resident mariners working in interstate commerce. The Environmental Protection Agency's attempt to impose unrealistic air emission standards on U.S.-flag Great Lakes vessels was also stopped by our supporters in Congress, who saved the Great Lakes fleet from lay-up.

Yet, opponents of U.S.-flag shipping and maritime labor in the House of Representatives were successful in gutting the cargo preference requirements applicable to the carriage of food aid cargoes. These opponents rolled back the U.S.-flag share from 75 percent to 50 percent, the level that existed prior to 1985. We must have the resources necessary to help elect individuals to Congress who will work with us and others in our industry to reverse this unwarranted attack against the U.S.-flag fleet and U.S. maritime jobs. Clearly, a strong cargo preference program is an essential component of U.S. maritime policy and provides an important base of cargo for U.S.-flag vessel operations.

We must have the resources to elect individuals from both political parties who will support the programs and policies important to the U.S.-flag merchant marine. Without them we have no chance for success. As we have just seen with respect to the cargo preference laws, Congress has the power to enact, repeal or amend statutes which can: result in less American-flag shipping activity; outsource American maritime jobs; impede...
our ability to have an employment base sufficient to support our Membership Plans for all members of the Union and their families.

Without the necessary resources—without a stronger, larger MM&P Political Contribution Fund—we cannot help our supporters seeking election or reelection to defend themselves from their opponents (and ours) who are well-financed by foreign shipping and other economic interests who stand to gain if the programs and policies that support the U.S.-flag merchant marine are eliminated.

Whether you are part of the Offshore Membership Group, the United Inland Membership Group (UIG), the Pilot Membership Group, the Federal Employees Membership Group (FEMG) or work as an employee of the Union, MM&P Plans or MITAGS, by contributing to the MM&P PCF you are taking an important step to help your Union protect your job. By supporting the MM&P Political Contribution Fund, you play an important and direct role in the political process. By contributing to the PCF, you are helping to elect individuals who support the preservation and enforcement of the Jones Act; who support the full funding and growth of the Maritime Security Program; who support the continued implementation of the cargo preference statutes; who support meaningful maritime tax reform and trade policy for American mariners and companies that operate U.S.-flag commercial vessels; who support the rights of American workers to organize and to bargain collectively; who support a reasonable and realistic maritime security regime; and who support the fair and equitable treatment of American mariners and maritime workers by all federal agencies.

It is important that each and every member of our Union from each and every membership group to do his and her part. Our future—and the future of our industry—depend on the full participation and support of all MM&P members in our Union's political activities.

There is, of course, another thing that each and every member should do: VOTE.

The 2012 elections come at a time when the future of our Union, our jobs and the American Merchant Marine are at stake. Examine each candidate’s record and positions on issues important to the U.S.-flag merchant marine. Consider whether a candidate will try to strengthen and enforce the programs and policies important to our industry if he is elected, or whether he will call for their weakening and repeal. Ask whether a candidate believes that our country must take the necessary steps to keep shipping and other economic interests who stand to gain if the programs and policies that support the U.S.-flag merchant marine are eliminated.

Therefore, BE IT RESOLVED, that the 84th Convention of the International Organization of Masters, Mates & Pilots, ILA/AFL-CIO, reaffirms its support for the MM&P Political Contribution Fund, thanks those who consistently support our PCF, and thanks the International Longshoremen’s Association for their legislative and political efforts in support of MM&P; and

BE IT FURTHER RESOLVED, that the 84th MM&P Convention calls on each official of our Union to intensify the efforts by all available means to educate members of each MM&P Membership Group about the importance and activities of our PCF in order to help achieve greater support for our PCF from each MM&P member and encourage all MM&P members to participate in the political process.

Resolution No. 7
Support the Development of a Marine Highway System

Committee: Laws & Legislation
Committee Recommendation: Concur with resolution as written
Convention Action: Concur with Committee recommendation
Submitted By: General Executive Board

The development of America’s marine highway system is an ongoing joint government–private industry effort. The resulting increase in the costwise waterborne transportation of cargo will significantly alleviate congestion on our nation’s highways and rails, achieve a greater measure of energy efficiency in the transportation of domestic cargo, and create jobs for American workers in the maritime and related service and supply industries.

In July 2008, the National Association of Counties adopted a resolution that calls on Congress “to support the development of a robust short sea shipping system to aid in the reduction of greater freight congestion on our nation’s highways and rails, achieve a greater measure of energy efficiency in the transportation of domestic cargo, and create jobs for American workers in the maritime and related service and supply industries.”

Similarly, Secretary of Transportation Ray LaHood has stated that “the goal [of the marine highway program] is to relieve congestion on the country’s surface highways and rail networks by shifting cargo transportation to America’s coastal and inland waterways.”

As envisioned by DOT, America’s Marine Highway Program would create a “seamless, energy-efficient and climate-friendly transportation system through the creation and expansion of domestic waterborne transportation services.” According to DOT, the “goal of America’s Marine Highway Program is to develop and integrate these services into the overall transportation system in a self-sustaining, commercially viable manner that also recognizes the public benefits these services create.”

Under existing law, vessels carrying cargo between American ports must be constructed in American shipyards, operated
under the U.S. flag in compliance with all U.S. government-imposed rules, regulations and tax obligations, and crewed by American merchant mariners. Consequently, America’s Marine Highway Program has the potential to create significant new employment opportunities for Americans who build and repair vessels, work aboard vessels and in American ports and in maritime-related service and supply industries.

A major obstacle to the development of the Marine Highway Program is the application of the Harbor Maintenance Tax (HMT) on domestic waterborne cargo. Today, all cargoes arriving at a U.S. port are subject to the HMT. Cargo arriving at a U.S. port and then transported by rail or truck to another destination within the United States is only subject to the HMT once upon its initial arrival in the United States and is not taxed again when it reaches its next destination.

However, if that same cargo is transported by a U.S.-flag vessel to another domestic port, it is taxed a second time under the HMT when it reaches its next destination. This double application of the HMT on waterborne cargo creates a significant economic disincentive for shippers to move cargo by water along our coasts and impedes the development of a Marine Highway System.

Legislation has been introduced to end the double taxation of cargo moving by ship along America’s coasts. Congressman Pat Tiberi (R-Ohio) along with Congressmen Brian Higgins (D-N.Y.) and Steve LaTourette (R-Ohio) have introduced HR 1533, the Short Sea Shipping Act of 2011. To date, this legislation has attracted a bipartisan group of more than forty-five cosponsors. Most recently, Congressman Tiberi, Chairman of the Select Revenue Subcommittee of the Ways and Means Committee, urged the House of Representatives and Senate to approve this legislation. As stated by Congressman Tiberi,

“The Short Sea Shipping Act seeks to remove a large disincentive to the full utilization of our country’s coastal and Great Lakes water-ways… The disincentive created by the HMT has in part led to very little short sea shipping for non-bulk commercial cargo—the nonexistence of which has resulted in the underutilization of our ports and waterways at a time when other parts of our country’s transportation infrastructure are over utilized. Left unaddressed, the HMT will continue to be a detriment to the efficient movement of goods throughout the country.”

Therefore, BE IT RESOLVED, that the 84th Convention of the International Organization of Masters, Mates & Pilots, ILA/AFL-CIO thanks Congressmen Pat Tiberi, Brian Higgins and Steve LaTourette and their colleagues for their efforts to enact the Short Sea Shipping Act of 2011 and we join them in their call for Congress to enact this vitally important maritime tax reform initiative.

---

**The MM&P Federal Credit Union’s ATM/Debit Card Is Now Available!**

The MM&P Federal Credit Union is happy to announce a great new service for members: the MM&P FCU ATM/Debit Card! With the new card, you can:

- access your MM&P Federal Credit Union accounts 24 hours a day, seven days a week;
- get cash and check your balance instantly at any ATM machine that displays the Cirrus and Star symbols;
- make purchases at stores with terminals that display the Cirrus and Star symbols.

You can use your card just like a check at any store or restaurant that accepts VISA, MasterCard or Discover. Present your card to the cashier, sign the receipt, and your purchase will be deducted from your checking account. If you use the card to place a phone order, just give your card number, the expiration date and the identification code to the catalog order representative and the purchase amount will be deducted from the available funds (up to your daily card limit) in your MM&P Federal Credit Union checking (share draft) account.

Apply for your card today and enjoy a whole new level of banking and shopping convenience. Just go to www.bridgedeck.org, click on “Credit Union” at the top of the page and then scroll down to the forms section and print the application. Contact us at 800-382-7777 if you would like to have more information.
### International Headquarters

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

### International Officers

**Timothy A. Brown**  
President  
410-691-8131  
president@bridgedeck.org

**Don Marcus**  
Secretary-Treasurer  
410-691-8131  
sec-treas@bridgedeck.org

### Executive Offices

**George Quick**  
Vice President  
Pilot Membership Group  
410-691-8144  
gquick@bridgedeck.org

**Klaus Luhta**  
Director of Government Relations  
410-691-8139  
kluhta@bridgedeck.org

**Beverly Gutmann**  
International Comptroller  
410-850-8700 ext. 112  
bgutmann@bridgedeck.org

**Diane Chatham**  
Executive Administrator  
410-691-8131  
dchatham@bridgedeck.org

### Communications

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

### Legal Department

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

### Press Contact

**Klaus Luhta**  
Director of Government Relations  
410-691-8139  
kluhta@bridgedeck.org

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

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

### Offshore Membership Group

#### David H. Boatner

**Vice President-Pacific Ports**

**Wayne Farthing**  
Vice President-Gulf Ports

**Steven Verse**  
Vice President-Atlantic Ports

#### Boston

**Dan Cartmill**  
Ron Colpus  
Dan Goggin  
Representatives  
Marine Industrial Park  
12 Channel St., Suite 606-A  
Boston, MA 02210-2333  
Phone: 617-671-0769  
Fax: 617-261-2334  
boston@bridgedeck.org

#### Charleston

**Elise Silvers**  
Representative  
1529 Sam Rittenberg Blvd.  
Suite 1B  
Charleston, SC 29407  
Phone: 843-766-3565  
Fax: 843-766-6352  
esilvers@bridgedeck.org

#### Honolulu

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

#### Houston

**Wayne Farthing**  
Vice President-Pacific Ports  
Nell Wilkerson  
Representative  
1385 Gulf Freeway, Suite 250  
Houston, TX 77034  
Phone: 281-464-9650  
Fax: 281-464-9652  
wfarthing@bridgedeck.org  
wilkerson@bridgedeck.org

#### Jacksonville

**Liz Pettit**  
Representative  
349 E. 20th St.  
Jacksonville, FL 32206  
Phone: 904-356-0041  
Fax: 904-353-7413  
lpettit@bridgedeck.org

#### Los Angeles/Long Beach

**David H. Boatner**  
Vice President-Pacific  
Wendy Karnes  
Representative  
533 N. Marine Ave.  
Suite A  
Wilmington, CA 90744-5527  
Phone: 310-834-7201  
Fax: 310-834-6667  
dboatner@bridgedeck.org  
wkarnes@bridgedeck.org

#### Miami/Port Everglades

**Andrea Fortin**  
Dave Goff  
Representatives  
540 East McNab Rd., Suite B  
Pompano Beach, FL 33060-9354  
Phone: 954-946-8283  
Fax: 954-946-7883  
pompano@bridgedeck.org

#### New Orleans

**Sue Bourcq**  
Representative  
300 Mariner’s Plaza, Ste 321B  
Mandeville, LA 70448  
Phone: 985-626-7133  
Fax: 985-626-7199  
sbourcq@bridgedeck.org
<table>
<thead>
<tr>
<th>Location</th>
<th>Representative</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York/New Jersey</td>
<td>Steven Werse, Vice President-Atlantic</td>
<td>201-963-1900</td>
<td>201-963-5403</td>
<td><a href="mailto:swerse@bridgedeck.org">swerse@bridgedeck.org</a>, <a href="mailto:nynj@bridgedeck.org">nynj@bridgedeck.org</a></td>
</tr>
<tr>
<td>Norfolk, Va.</td>
<td>Mark Nemergut, Representative</td>
<td>757-489-7406</td>
<td>757-489-1715</td>
<td><a href="mailto:norfolk@bridgedeck.org">norfolk@bridgedeck.org</a></td>
</tr>
<tr>
<td>San Francisco</td>
<td>Sandy Candau, Representative</td>
<td>415-777-5074</td>
<td>415-777-0209</td>
<td><a href="mailto:scandau@bridgedeck.org">scandau@bridgedeck.org</a></td>
</tr>
<tr>
<td>San Juan, Puerto Rico</td>
<td>Eduardo Iglesias, Representative</td>
<td>787-724-3600</td>
<td>787-723-4494</td>
<td><a href="mailto:eiglesias@bridgedeck.org">eiglesias@bridgedeck.org</a></td>
</tr>
<tr>
<td>Seattle</td>
<td>Kathleen O. Moran, Representative</td>
<td>206-441-8700</td>
<td>206-448-8829</td>
<td><a href="mailto:kmoran@bridgedeck.org">kmoran@bridgedeck.org</a></td>
</tr>
<tr>
<td>West Coast</td>
<td>Kip Carlson, Regional Representative</td>
<td>415-362-5436</td>
<td><a href="mailto:kcarlson@bridgedeck.org">kcarlson@bridgedeck.org</a></td>
<td></td>
</tr>
<tr>
<td>Alaska Marine Pilots</td>
<td>Carter Whalen, President</td>
<td>907-581-1240</td>
<td>907-581-1372</td>
<td><a href="mailto:amp@ampilots.com">amp@ampilots.com</a></td>
</tr>
<tr>
<td>Aransas-Corpus Christi Pilots</td>
<td>Bobby G. Grumbles, President</td>
<td>361-884-5899</td>
<td>361-884-1659</td>
<td></td>
</tr>
<tr>
<td>Boston Pilots</td>
<td>Martin McCabe, President</td>
<td>617-569-4500</td>
<td>617-569-4502</td>
<td></td>
</tr>
<tr>
<td>Canaveral Pilots</td>
<td>Ben Borgie, Doug Brown, Co-Chairmen</td>
<td>321-783-4645</td>
<td><a href="mailto:TheCanaveralPilots@msn.com">TheCanaveralPilots@msn.com</a></td>
<td></td>
</tr>
<tr>
<td>Charleston Branch Pilots</td>
<td>Whit Smith, President</td>
<td>843-577-6695</td>
<td>843-577-0632</td>
<td></td>
</tr>
<tr>
<td>Columbia Bar Pilots</td>
<td>James Brady, President</td>
<td>503-325-2641</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Columbia River Pilots</td>
<td>Paul Amos, President</td>
<td>503-289-9922</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coos Bay Pilots</td>
<td>Charles L. Yates, President</td>
<td>541-267-6555</td>
<td>541-267-5256</td>
<td></td>
</tr>
<tr>
<td>Crescent River Port Pilots</td>
<td>Mobile Bar Pilots</td>
<td>Saint Johns Bar Pilots</td>
<td>Southeast Alaska Pilots Association</td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------</td>
<td>-----------------------</td>
<td>-------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Allen J. “A.J.” Gibbs</td>
<td>J. Christopher Brock</td>
<td>John Atchison</td>
<td>Richard Gurry</td>
<td></td>
</tr>
<tr>
<td>President</td>
<td>President</td>
<td>President</td>
<td>President</td>
<td></td>
</tr>
<tr>
<td>8712 Highway 23</td>
<td>P.O. Box 831</td>
<td>4910 Ocean St.</td>
<td>1621 Tongass Ave. - Suite 300</td>
<td></td>
</tr>
<tr>
<td>Belle Chasse, LA 70037</td>
<td>Mobile, AL 36601</td>
<td>Mayport, FL 32233</td>
<td>Ketchikan, AK 99901</td>
<td></td>
</tr>
<tr>
<td>Phone: 504-392-8001</td>
<td>Phone: 251-432-2639</td>
<td>Phone: 904-249-5631</td>
<td>Phone: 907-225-9696</td>
<td></td>
</tr>
<tr>
<td>Fax: 504-392-5014</td>
<td>Fax: 251-432-9964</td>
<td>Fax: 904-249-7523</td>
<td>Fax: 907-247-9696</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:admin@jaxpilots.com">admin@jaxpilots.com</a></td>
<td><a href="mailto:pilots@seapa.com">pilots@seapa.com</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><a href="http://www.seapa.com">www.seapa.com</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galveston-Texas City Pilots</td>
<td>Northeast Marine Pilots</td>
<td>San Juan Bay Pilots</td>
<td>Southwest Alaska Pilots Association</td>
<td></td>
</tr>
<tr>
<td>John Halvorsen</td>
<td>Joseph Maco</td>
<td>P.O. Box 9021034</td>
<td>Michael D. Stone</td>
<td></td>
</tr>
<tr>
<td>P.O. Box 16110</td>
<td>243 Spring St.</td>
<td>San Juan, PR 00902-1034</td>
<td>President</td>
<td></td>
</tr>
<tr>
<td>Galveston, TX 77552</td>
<td>Newport, RI 02840</td>
<td>Phone: 787-722-1166</td>
<td>P.O. Box 977</td>
<td></td>
</tr>
<tr>
<td>Phone: 409-740-3347</td>
<td>Phone: 401-847-9050</td>
<td>Phone: 787-722-1166</td>
<td>Honolulu, AK 99603</td>
<td></td>
</tr>
<tr>
<td>Fax: 409-740-3393</td>
<td>Toll Free: 1-800-274-1216</td>
<td>Phone: 787-722-1166</td>
<td>Phone: 907-235-8783</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 907-235-6119</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:swpilots@gci.net">swpilots@gci.net</a>.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grays Harbor</td>
<td>Pilots Association for the Bay &amp; River Delaware</td>
<td>St. Lawrence Seaway Pilots</td>
<td>Tampa Bay Pilots</td>
<td></td>
</tr>
<tr>
<td>Stephen G. Cooke</td>
<td>J.R. Roche</td>
<td>Roger S. Paulus</td>
<td>Allen L. Thompson</td>
<td></td>
</tr>
<tr>
<td>1104 36th Ave., Ct. N.W.</td>
<td>President</td>
<td>President</td>
<td>Executive Director</td>
<td></td>
</tr>
<tr>
<td>Gig Harbor, WA 98335-7720</td>
<td>800 S. Columbus Blvd.</td>
<td>Richard Tetzlaff</td>
<td>1825 Sahlman Dr.</td>
<td></td>
</tr>
<tr>
<td>Phone: 253-858-3778</td>
<td>Philadelphia, PA 19147</td>
<td>MM&amp;P Branch Agent</td>
<td>Tampa, FL 33605</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone: 215-465-8340</td>
<td>P.O. Box 274</td>
<td>Phone: 813-247-3737</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fax: 215-465-3450</td>
<td>733 E. Broadway</td>
<td>Fax: 813-247-4425</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cape Vincent, NY 13618</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phone: 315-654-2900;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 315-654-4491</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houston Pilots</td>
<td>Port Everglades Pilots</td>
<td>San Francisco Bar Pilots</td>
<td>Virginia Pilot Association</td>
<td></td>
</tr>
<tr>
<td>Robert L. Thompson</td>
<td>Andy Edelstein</td>
<td>Bruce Horton</td>
<td>J. William Cofer</td>
<td></td>
</tr>
<tr>
<td>President</td>
<td>Bruce Cumings</td>
<td>Port Agent</td>
<td>President</td>
<td></td>
</tr>
<tr>
<td>203 Deerwood Glen Drive</td>
<td>Co-Directors</td>
<td>Kip Carlson</td>
<td>P.O. Box 329</td>
<td></td>
</tr>
<tr>
<td>Deer Park, TX 77536</td>
<td>P.O. Box 13017</td>
<td>MM&amp;P Representative</td>
<td>Shore Dr.</td>
<td></td>
</tr>
<tr>
<td>Phone: 713-645-9620</td>
<td>Port Everglades, FL 33316</td>
<td>Pier 9, East End</td>
<td>Virginia Beach, VA 23451</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone: 954-522-4491</td>
<td>San Francisco, CA 94111</td>
<td>Phone: 757-496-0995</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phone: 415-362-5436</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: 415-982-4721</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key West Bar Pilots</td>
<td>Puget Sound Pilots</td>
<td>Sandy Hook Pilots</td>
<td>Western Great Lakes Pilots Association</td>
<td></td>
</tr>
<tr>
<td>Association</td>
<td>Frantz A. Coe</td>
<td>Peter Rooss</td>
<td>Donald Willecke</td>
<td></td>
</tr>
<tr>
<td>Michael McGraw</td>
<td>Seattle, WA 98101</td>
<td>Branch Agent</td>
<td>President</td>
<td></td>
</tr>
<tr>
<td>P.O. Box 848</td>
<td>Phone: 206-728-6400</td>
<td>201 Edgewater St.</td>
<td>1111 Tower Ave., P.O. Box 248</td>
<td></td>
</tr>
<tr>
<td>Key West, FL 33041</td>
<td>Fax: 206-448-3405</td>
<td>Staten Island, NY 10305</td>
<td>Superior, WI 54880-0248</td>
<td></td>
</tr>
<tr>
<td>Phone: 305-296-5512</td>
<td></td>
<td>Phone: 718-448-3900</td>
<td>Phone: 715-392-5204</td>
<td></td>
</tr>
<tr>
<td>Fax: 305-296-1388</td>
<td></td>
<td>Fax: 718-447-1582</td>
<td>Fax: 715-392-1666</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saint Johns Bar Pilots</td>
<td>Sabine Pilots</td>
<td>William T. Brown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Atchison</td>
<td>Duane Bennett</td>
<td>Master Pilot</td>
<td></td>
<td></td>
</tr>
<tr>
<td>President</td>
<td>Presiding Officer</td>
<td>550 E. York St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8712 Ocean St.</td>
<td>5148 West Pkwy.</td>
<td>P.O. Box 9267</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayport, FL 32233</td>
<td>Groves, TX 77619</td>
<td>Savannah, GA 31401-3545</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone: 904-249-5631</td>
<td>Phone: 912-236-0226</td>
<td>Phone: 912-236-6571</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fax: 904-249-7523</td>
<td>Fax: 912-236-6571</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
United Inland Membership Group

Michael Murray
Vice President

Cleveland
Charles Malue
Regional Representative
1250 Old River Rd., 3rd Floor
Cleveland, OH 44113
Phone: 216-776-1667
Fax: 216-776-1668
cmalue@bridgedeck.org

Juneau
Ron Bressette
Regional Representative
229 Fourth St.
Juneau, AK 99801
Phone: 907-586-8192
Fax: 907-789-0569
rbressette@bridgedeck.org

Portland
John Schaeffner
Regional Representative
2225 N. Lombard St., No. 206
Portland, OR 97217
Phone and Fax: 503-283-0518
jschaefner@bridgedeck.org

San Francisco
Raymond W. Shipway
Regional Representative
548 Thomas L. Berkley Way
Oakland, CA 94612
Phone: 415-543-5694
Fax: 415-543-2533
rshipway@bridgedeck.org

San Juan, Puerto Rico
Eduardo Iglesias
Regional Representative
1959 Building Center
1959 Loiza St., Ste 200
San Juan, PR 00911
Phone: 787-724-3600
Fax: 787-723-4494
Hours: Monday-Friday
9:00AM – 1:30PM ET
eiglesias@bridgedeck.org

Seattle
Michael Murray
Vice President-UIG
Tim Saffle
Regional Representative
144 Railroad Ave., Suite 222
Edmonds, WA 98020
Phone: 425-775-1403
Fax: 425-775-1418
mmurray@bridgedeck.org
tsaffle@bridgedeck.org

Wilmington
Raymond W. Shipway
Regional Representative
533 N. Marine Ave.
Wilmington, CA 90744-5527
Phone: 310-549-8103
Fax: 310-834-6667
rshipway@bridgedeck.org

C. James Patti
President
1025 Connecticut Ave., NW
Suite 507
Washington, DC 20036-5412
Phone: 202-463-6505
Fax: 202-223-9093
jpatti@miraid.org

MIRAID

Pacific Maritime Region Pension & Benefit Plans

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

Northwest Maritime Pension Trust
Randy G. Goodwin
Account Executive
P.O. Box 34203
Seattle, WA 98124
Phone: 206-441-7574
Fax: 206-441-9110

Southwest Marine Health, Benefit & Pension Trust
4201 Long Beach Blvd.
Suite 300
Long Beach, CA 90807
Toll-Free: 1-888-806-8943

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

Wendy Chambers
Account Executive
Associated Administrators Inc.
4301 Garden City Drive, Ste 201
Landover, MD 20785
Direct Line: 301-429-8964
Member Calls:
1-800-638-2972

MM&P Maritime Advancement, Training, Education & Safety Program (MATES)

Patrick McCullough
Administrator
Glen Paine
Executive Director

Maritime Institute of Technology & Graduate Studies (MITAGS)

Glen Paine
Executive Director
692 Maritime Blvd.
Linthicum Heights,
MD 21090-1952
Main Phone: 410-859-5700
Toll-Free:
Admissions: 1-866-656-5568
Residence Center:
1-866-900-3517
BWI Airport Shuttle
 avalia. 24 hours a day):
1-866-900-3517 Ext. 0
Fax:
School: 410-859-5181
Residence: 410-859-0942
Executive Director:
gpaine@mitags.org
Admissions:
admissions@mitags.org
www.mitags.org

Pacific Maritime Institute (PMI)

Gregg Trunnell
Director
1729 Alaskan Way, S.
Seattle, WA 98134-1146
Phone: 206-441-2880
Fax: 206-441-2995
Toll-Free: 1-888-893-7829
admin@mates.org
www.mates.org

Masters, Mates & Pilots Federal Credit Union

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

MIRAID

Masters, Mates & Pilots
Federal Credit Union

Columbia Northwest Marine Benefit Trust

Northwest Maritime Pension Trust

Southwest Marine Health, Benefit & Pension Trust
Michael B. Aten, 60, May 31. A resident of Vermilion, Ohio, he was a long-time MM&P member who worked on the Great Lakes for Grand River Navigation. He enjoyed riding his motorcycle in his spare time. His wife Chris and sons Michael and Tim survive him.

Dorinda Beach, 57, March 11. A resident of Virginia Beach, Va., she last sailed for Waterman Steamship Company as second mate aboard the Major Stephen Pless.

James Christian, 84, June 21. He last sailed for Lykes Brothers Steamship Company as master of the SS Marjorie Lykes.

Gustave Cuccia, 89, June 2. A resident of Davie, Fla., and a pensioner since 1984, he last sailed for Keystone Tankship Corporation as chief mate aboard the SS Keystoner. His daughter Arlette and sons Robert and Thomas survive him.

Roger B. Cunnane, 77, June 9. A resident of Bainbridge Island, Wash., and a pensioner since 1986, he last sailed for American President Lines as second mate aboard the SS President Tyler. His wife Beryl, daughter Jennifer, son Matthew and five grandchildren survive him.

Joseph F. Fernandez, 88, June 29. A pensioner since 1978 and a resident of Staten Island, he last sailed for Prudential-Grace Lines as master of the SS Pacifico. He served in the Navy during World War II and loved telling stories about the years he spent at sea. He enjoyed working with his hands and was an avid reader. He also loved doing the crossword puzzle in The New York Times. After his retirement, he captained the St. John’s Guild Floating Hospital during the summer months for several years. His ashes were consigned to sea on July 23, which would have been his 89th birthday. He is survived by his daughter Margarita, son Joseph and a granddaughter.

Isaac O. Hughes, 84, July 9. He last sailed on the Great Lakes for Consolidation Coal Company as master of the RL Ireland.

Thomas Kautsch, 88, July 30. A resident of Concord, Calif., and a pensioner since 1985, he last sailed for Farrell Lines Inc. as master of the SS Austral Lightning. He enjoyed working with computers, taking photographs and traveling. His wife Nao and daughter Athena survive him.

William Lambard, 95, June 13. A pensioner since 1984 and a resident of Gainestown, Ala., he last sailed for Waterman Steamship Company as master of the SS Benjamin Harrison.

George E. Landrigan, 87, May 9. A resident of Lynnfield, Mass., and a pensioner since 1991, he last sailed as a pilot for the Cape Ann Pilots Association. He enjoyed spending time at his summer home in Gloucester, Mass., and running his marine safety business, Landrigan Corporation. He was a member of the Marine Society of Boston, the Propeller Club of Boston, the U.S. Marine Safety Association and Associated Industries of Massachusetts. His wife of 58 years, Jean, and his daughter Laura survive him.
Demetrios Papas, 83, June 3. A pensioner since 1987 and a resident of Fort Lauderdale, Fla., he last sailed for United States Lines Inc. as master of the MV American Georgia. An avid golfer, he also loved all things nautical and maritime. His wife Anthoula survives him.

Edward T. Quigley, 89, June 25. A resident of Fort Lauderdale, Fla., and a pensioner since 1995, he last sailed for Moore McCormack Lines as master of the SS Argentina.


Jack Slier, 86, July 10. A resident of Port Lee, N.J., and an MM&P member since 1962, his last command was of the Horizon Fairbanks when he was 81. “The fact that he continued to sail until the age of 81 is a tribute to his commitment to the profession and love of what he did,” said the MM&P Atlantic Ports Vice President. A World War II Navy veteran, he also loved opera. He was a longtime choir member at the Church of the Madonna, a volunteer in the local hospital and an active participant in musical productions. His wife Paula, daughter Mary and sons Douglas and David survive him.

William E. Wright, 83, May 24. A pensioner since 1994 and a resident of Ocean City, N.J., he last sailed for Farrell Lines as third mate on the SS Argonaut. A staunch union man and an ambassador for the Masters, Mates & Pilots, he loved to sail the seas. He particularly enjoyed spending time at the MM&P training institute, MITAGS. His sons William, Glenn, Shameek and Lawrence survive him.

Nikolai Yaussen, 94, June 21. A resident of Minden, Nev., and a pensioner since 1986, he last sailed for Matson Navigation Company as third mate on the SS Manukai.

Crossing the Bar

Sunset and evening star,  
And one clear call for me!  
  
And may there be no moaning of the bar,  
When I put out to sea,  
  
But such a tide as moving seems asleep,  
Too full for sound and foam,  
When that which drew from out the boundless deep  
Turns again home.  

Twilight and evening bell,  
And after that the dark!  
  
And may there be no sadness of farewell,  
When I embark;  
  
For tho' from out our bourne Time and Place  
The flood may bear me far,  
I hope to see my pilot face to face  
When I have crossed the bar.

— Alfred Lord Tennyson (1809-1892)
Protect Your Job and Protect Your Future
Contribute to the PCF!

Are you on board? Are you supporting the team that is fighting to protect MM&P jobs? Please contribute to the PCF today and encourage your shipmates to do the same.

It doesn’t matter if you are a Democrat or a Republican, if you consider yourself a liberal or a conservative or an independent or a member of the Tea Party. The PCF has no political agenda other than to support those who support the U.S.-flag merchant marine. See for yourself! Check out the “Who We Support” page in the members’ only section of www.bridgedeck.org or send an e-mail to communications@bridgedeck.org.

The stakes are high. The future of our industry is on the line, and with it, the future of American maritime jobs and their related health and benefit plans. Act now: make a contribution to the MM&P PCF so we can fight to elect those who will fight for us.

Honor Roll of PCF Contributors

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

<table>
<thead>
<tr>
<th>Commodores’ Club ($500 or more)</th>
<th>Captains’ Club (between $250 and $499)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larry D. Aasehm</td>
<td>John R. Humphreys</td>
</tr>
<tr>
<td>Working K. Allison</td>
<td>Jeff H. Idema</td>
</tr>
<tr>
<td>Hans W. Amader</td>
<td>William H. Immen</td>
</tr>
<tr>
<td>Nicholas A. Angellozzi</td>
<td>Lawrence E. Ingraham</td>
</tr>
<tr>
<td>Timothy M. Aray</td>
<td>John P. Jackson, Jr.</td>
</tr>
<tr>
<td>Brian D. Arthur</td>
<td>Thomas P. Jacobsen</td>
</tr>
<tr>
<td>Thomas A. Bagan</td>
<td>Christian Johnsen</td>
</tr>
<tr>
<td>Matthew B. Baks</td>
<td>Donald J. Josberger</td>
</tr>
<tr>
<td>Andrew J. Banks</td>
<td>Eric S. Kelm</td>
</tr>
<tr>
<td>David E. Behr</td>
<td>Richard L. Kennedy</td>
</tr>
<tr>
<td>Theodore E. Bernhard</td>
<td>Clyde W. Kernohan, Jr.</td>
</tr>
<tr>
<td>Kenneth A. Bhear</td>
<td>Robert T. Kimball</td>
</tr>
<tr>
<td>Ronald Bressette</td>
<td>Timothy R. Kincaid</td>
</tr>
<tr>
<td>Bruce M. Bridewell</td>
<td>Richard J. Klein</td>
</tr>
<tr>
<td>Harvey L. Bryning</td>
<td>Henry G. Knoe-Dick</td>
</tr>
<tr>
<td>Robert B. Burke</td>
<td>George W. Koch, Jr.</td>
</tr>
<tr>
<td>Joseph A. Byrne</td>
<td>Donald J. Lavender</td>
</tr>
<tr>
<td>Kenneth J. Carlson, Jr.</td>
<td>David A. Leech</td>
</tr>
<tr>
<td>Konstantinos Catrakis</td>
<td>Klaus D. Luhta</td>
</tr>
<tr>
<td>Nicholas A. Christian</td>
<td>Richard H. Gribb</td>
</tr>
<tr>
<td>Bent L. Christiansen</td>
<td>Beverly J. Gutmann</td>
</tr>
<tr>
<td>Timothy D. Clearwater</td>
<td>In Memory of John Trimmer</td>
</tr>
<tr>
<td>Dean R. Colver</td>
<td>Curtis B. Hall</td>
</tr>
<tr>
<td>Richard W. Coneway</td>
<td>Michael K. Harrgrave</td>
</tr>
<tr>
<td>Andrew R. Corinelle</td>
<td>Samuel W. Hartshorn, Jr.</td>
</tr>
<tr>
<td>Michael F. Cotting</td>
<td>Brandon L. Hatfield</td>
</tr>
<tr>
<td>Vincent J. Cox</td>
<td>Joseph D. Henderson</td>
</tr>
<tr>
<td>Thomas B. Crawford</td>
<td>Christopher S. Hendrickson</td>
</tr>
<tr>
<td>James M. Cunningham</td>
<td>Patrick J. Hennessey</td>
</tr>
<tr>
<td>George M. Darling</td>
<td>Andrew W. Hetz</td>
</tr>
<tr>
<td>In Memory of Charlie Darley</td>
<td>Richard G. Hoesy</td>
</tr>
<tr>
<td>Franklin Davis</td>
<td>*</td>
</tr>
<tr>
<td>Ronald T. Degrazia</td>
<td>*</td>
</tr>
</tbody>
</table>

* These active and retired members have contributed $1,000 or more. * These pensioners or survivors are singled out for special mention.

September - October 2012 - 26 - The Master, Mate & Pilot
Contributors’ level (between $100 and $249)

Mohamed A. Abbassi
Robert G. Abbott
Jeffrey D. Adamson
Owen B. Albert
Frederick W. Allen
George Lowe Allen
John Allen
Robert B. Allen
Murray G. Alstott
Eskild M. Andersen
Robert N. Anderson
John E. Antonacci
Thomas E. Apperson
Bruce M. Badger
Bruce H. Baglien
Christopher D. Baker
Patrick J. Baker
Albert M. Balister
Evan B. Barnes
Charles K. Barthrop
Brian W. Bassett
Steve J. Batchelor, Jr.
Edward S. Batcho, Jr.
Mary Ellen Beach
Olgierd C. Becker
Mary Ellen Beach
Edward S. Batcho, Jr.
John T. Duff
Julie Duchi
Dale S. Dubrin
Robert Drew
Jerome J. Dorman
John M. Dolan
John J. Dolan
Theodore J. Dohrman
Bernard J. Diggins
Charles A. Dickman
Edward J. DesLauriers
Freedom K. Dennis
Joseph F. Delehant
Marguerite Delambily
Nicholas Deisher
George A. Defrain
Adrian C. DeBoer
Christopher N. Cichon
Pete Ciaramitaro
Michael R. Christle
Christian R. Christiansen
Einar G. Christiansen
Michael R. Christie
Pete Gianamario
Christopher N. Cichon
Alexander J. Clark
Garrett H. Clark
Stephen J. Clearwater
Paul E. Coan
Harold W. Coburn
Kent F. Comerma
John V. Connor
Gary I. Cordes
Nicoletta Comalli
Scott A. Couturier
Brett Cowan
David E. Cox
John M. Cox
Linda Cramp
James Crandall
Richard W. Crane
Matthew C. Craven
Jacob B. Crawford
Samuel J. Crawford
Anthony E. Craig

In Memory of Capt. John Hunt
Brendan Duggan
Oscar W. Dukes
George Dunham
Geoffrey F. Dunlop
David S. Dywer
Bradley L. Eccles
Martin B. Edwards
Christopher J. Edyean
Robert W. Eisenbrenger
Gordon W. Elden
Danny Ellis
Bijan J. Emami
John C. Emmel
Barrett T. Enck
David K. Engen
Robert E. England
Josh Ervasti
Robert B. Howard
Shimon Horowitz
Robert B. Howard
David H. Hudson
Nicole L. Humphreys
L. Keith Hunter
John D. Hutsell
L. Keith Hunter
Hans Peter Godskesen
Howard Goldberg
Bradley D. Goodwin
Gregory A. Goolsbhan, Jr.
Gerald M. Gordon
Joseph D. Graceffa
Walter A. Graf, Jr.
Kyle F. Grant
Edward Grays
Peter S. Grate
A. Scott Gregory
Paul A. Gregware, Jr.
Paul J. Grepo
Stanley V. Griffin
Ernest E. Gronroos
Mike F. Gruninger
Jorge Gutman
Timothy J. Hagan
John H. Hagedorn
Brandi R. Hager
Francis M. Haggerty
Daniel S. Hall
Kenneth J. Halsall
James D. Hamblett
Kyle J. Hamill
Dianna L. Hand
Bertil J. Haney
John B. Harris
Gerard Hassebach
Steven J. Haugland
John J. Healey
Thomas E. Henry
Wyatt Henry
Michael C. Herig
William H. Herrmann
Earl W. Herring
James D. Herron
Edward Hervias
Edward B. Higgins, Jr.
Jeffrey S. Hill
Lawrence J. Hines
Alan G. Hinshaw
Daniel R. Hobbs
John A. Hobson
Roland E. Hobson
William T. Hoffman
Clifford E. Hoitt
Kurt Holen
David J. Hood
Jeff D. Hood
Joseph E. Hood
Shimon Horowitz
Robert B. Howard
David H. Hudson
Nicole L. Humphreys
L. Keith Hunter
John D. Hutsell
Clark S. Innman
George S. Ireland, III
Angel Imdana
Melvin J. Issen
John P. Jablonski
Joseph J. Jablonski
Patrick Jacobs
Arthur K. Jaskierny
Allen H. Jensen
George Jerosimich
Joseph Jimenez

The Master, Mate & Pilot  - 27 -  September - October 2012
Support the U.S.-Flag Merchant Marine: Contribute to Our PCF!

MM&P Political Contribution Fund
700 Maritime Boulevard, Suite B
Linthicum Heights, MD 21090-1953

Receipt is hereby acknowledged from:

NAME

ADDRESS

CITY STATE ZIP

IN THE SUM OF $

With my contribution or pledge of $250 or more, please send:

- A. Hoodie Size: ☐ S ☐ M ☐ L ☐ XL ☐ XXL ☐ XXXL

With my contribution or pledge of $150, please send:

- B. MM&P Polo Shirt (in maritime blue)
  Size: ☐ M ☐ L ☐ XL ☐ XXL

With my contribution or pledge of $100 or more, please send:

- C. MM&P Cloth Briefcase

With my contribution or pledge of $75, please send me the new MM&P T-shirt
  Size: ☐ M ☐ L ☐ XL ☐ XXL ☐ XXXL

With my contribution or pledge of $50 - $99, please send:

- E. MM&P Glasses (Set of 4)
- F. Baseball Cap

With my contribution or pledge of $25 - $49, please send:

- G. MM&P Market Bag

Members can select any combination of items valued at or below the donation. Contributors who fulfill their pledge with recurring payments on the Members Only section of www.bridgedeck.org will receive their gift upon reaching the minimum amount due. If you have already fulfilled your annual pledge, please check the box below and make sure to clearly indicate (above) your choice of gift.

Questions?
Call 410-850-8700 ext. 129 or e-mail PCF@bridgedeck.org.

☐ Yes, please send me my PCF gift!

This is a voluntary contribution to the MM&P Political Contribution Fund. No physical force, job discrimination, financial reprisals or threat thereof has been used to secure this contribution. The contributor has been advised of his or her right to refuse to contribute without reprisal.

AUTHORIZED COLLECTOR

PORT DATE

MEMBER AUTHORIZATION DATE
ARE YOU ON BOARD?

JOIN THE CAMPAIGN TO ELECT PRO-MARITIME, PRO-WORKER CANDIDATES TO CONGRESS

Contribute to the MM&P PCF and say...

NO to repealing the Jones Act,
NO to cutting cargo preference,
NO to gutting the Maritime Security Program.

and

YES to American Maritime JOBS!
YES to Job SECURITY!
YES to Your FUTURE!
YES to a Stronger MM&P!

For more information and to contribute, go to www.bridgedeck.org and click on the PCF button in the left-hand column.