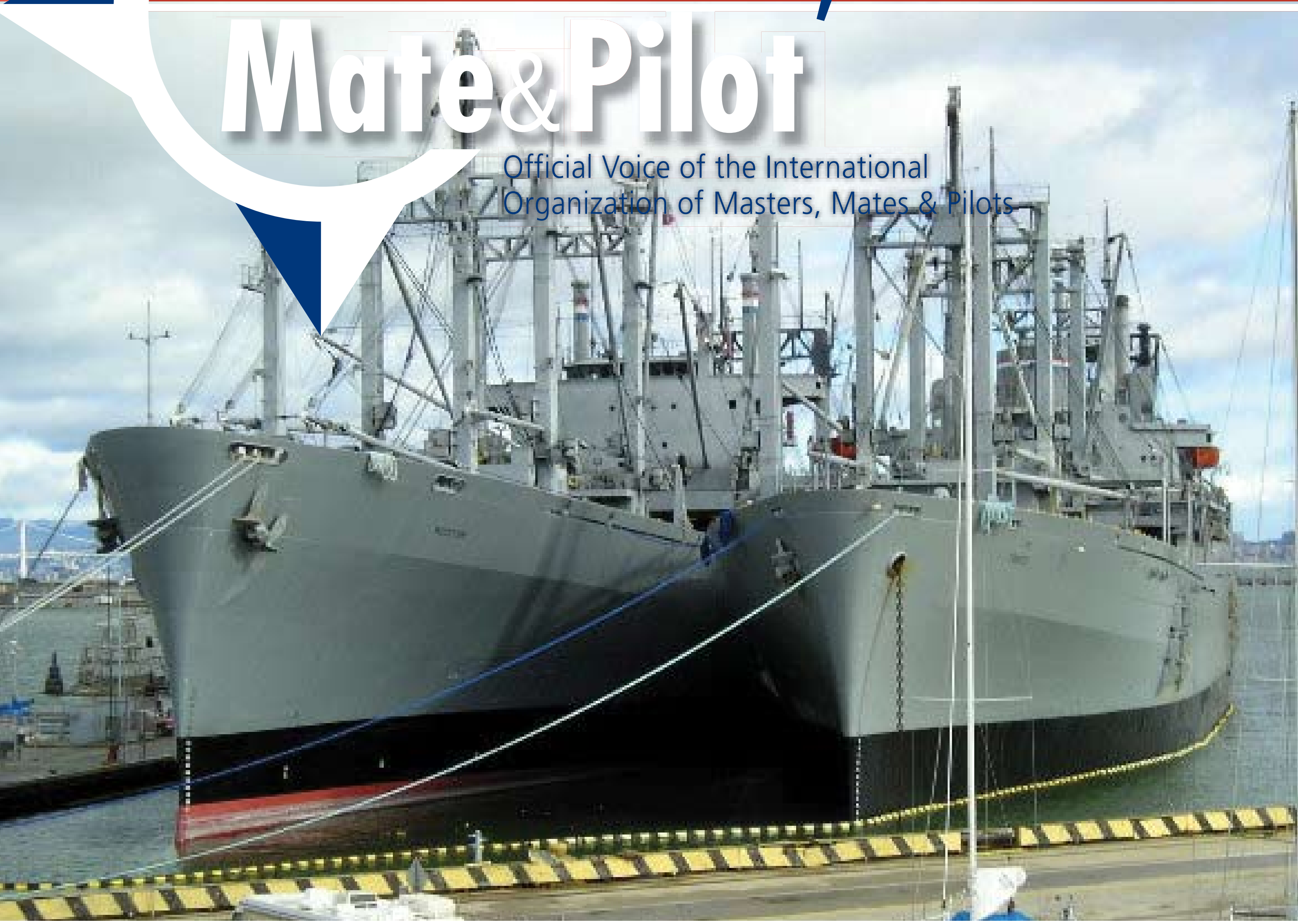
Vol. 42, No. 2
March –
April 2006

The International
Marine Division
of ILA/AFL-CIO

The Master, Mate & Pilot

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



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The Master, Mate & Pilot

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SS Meteor and *SS Comet* in their Alameda, Calif., berth. The two "stick ships" are maintained and operated by MM&P-contracted Matson Navigation Company as part of the Maritime Administration's Ready Reserve Force (RRF). Horizon Lines and Patriot Contract Services also manage RRF vessels, for a total of 13 MM&P-contracted ships in the program. The RRF is the surge component of the National Defense Reserve Fleet, which ensures the United States has sufficient sealift capability and infrastructure to support vital homeland and national security interests. The success of the RRF program is a result of productive partnerships between MARAD, the Department of Defense, ship managers and sea-going labor.

The Master, Mate & Pilot (ISSN 0025-5033) is the official voice of the International Organization of Masters, Mates & Pilots (International Marine Division of the ILA), AFL-CIO. Published bimonthly at MM&P Headquarters, 700 Maritime Boulevard, Linthicum Heights, MD 21090-1941.

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Internet: www.bridgedeck.org

Periodicals postage paid at Linthicum Heights, MD, and additional offices.

POSTMASTER—Please send changes to:
The Master, Mate & Pilot
700 Maritime Boulevard
Linthicum Heights, MD 21090-1941

The Navy Jack, a symbol of resistance which dates back to the American Revolution, flies today on the jack staff on the bow of all naval vessels. In accordance with a resolution made by the delegates to the 75th Convention of the International Organization of Masters, Mates & Pilots, every issue of *The Master, Mate & Pilot* includes a photograph of the historic flag.

International Shipholding Corp. Contracts Signed

MM&P Vice Presidents Bob Groh, Don Marcus and Rich May, along with Gulf Ports Agent Wayne Farthing, are pleased to announce that on March 8, International Shipholding Corp. and MM&P signed collective bargaining contracts covering vessels operated by Central Gulf/Waterman. The contracts, which cover car carriers, containerships and LASH vessels, are all for a duration of 10 years with reopeners in 2008 and again in 2011. All are retroactive to Oct. 1, 2005.

The contracts call for a five percent IRAP contribution per man per day, as well as full pension and health and welfare contributions. All second and third mates will receive an additional day of vacation for each 30 days worked, retroactive to Oct. 1, 2005. On Oct. 1, 2007, second and third mates working on the car carriers will receive an additional day of vacation for each 30 days worked. Wage increases are as follows for the first three years:

Car carriers		
5% - 10/1/05	4% - 10/1/06	4% - 10/1/07
Containerships		
4% - 10/1/05	4% - 10/1/06	4% - 10/1/07
LASH vessels		
4% - 10/1/05	4% - 10/1/06	4% - 10/1/07

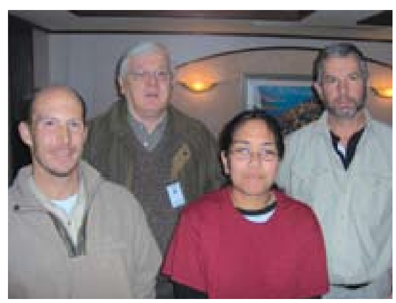
The vice presidents extend their thanks to: the members who participated in direct contract negotiations; the fleet captains and chief mates who provided input; and Mike Cameron of Central Gulf/Waterman, for his help in getting the contracts completed.

In addition, MM&P and Central Gulf negotiated a six-year contract for *Energy Enterprise* that extends through June 30, 2011. The contract provides for a three percent increase in wages retroactive to July 1, 2005, and an additional three percent increase each year on July 1. An additional vacation day will be paid effective July 1, 2005, and July 1, 2007.

MM&P Atlantic Ports Vice President Welcomes Green Ridge

MM&P Atlantic Ports Vice President Rich May met recently with licensed deck officers aboard the newly contracted *Green Ridge*. For the pure car and truck carrier, it was the first New York port call since entering the MM&P fold, subsequent to International Ship Holding/Central Gulf Lines being granted an additional slot in the Maritime Security Program (MSP) that commenced October 1. Built to load cars, trucks, bulldozers, heavy equipment and even yachts and jet airplanes, this class of vessel is the largest car carrier in the world, with a capacity of 6,000 standard size cars. The vessel will carry cars from the Far East to the United States and back-haul military or project cargo.

Second mate Schampera at the chart table.



(Left to right)
Second mate J.D. Schampera with MM&P Atlantic Ports VP Rich May, Third Mate Jen Phurchpean and Capt. Kurt Melcher.

The massive vessel at berth.

Alcatraz Ferry Protests Continue

MM&P members and their supporters in San Francisco rallied for the retention of union jobs following the controversial decision by the National Park Service to award the concession for the Alcatraz ferry to a non-union company. Members of MM&P and the Inland Boatmen's Union (IBU) have crewed the ferries for Blue & Gold Fleet, the largest ferry operator in the Bay area, since Alcatraz was opened to the public in 1973. Blue & Gold has turned to the U.S. Court of Federal Claims to protest the Park Service's failure to apply the Service Contract Act and the resulting award of the contract to Hornblower, a non-union company. The Service Contract Act requires federal contractors to pay either the prevailing wage or the wages and benefits in the collective bargaining agreement of the previous concessioner. House Democratic Leader Nancy Pelosi and AFL-CIO President John Sweeney both issued statements in support of MM&P and the IBU. "No Park Service contractor should be able to underbid another company by offering lower wages and fewer benefits," Pelsoi said. "That's just plain wrong."

MM&P San Francisco Branch Agent Ray Shipway addresses the crowd. *(Left to right)* Linda Hallford of the IBU; Dan Bernal of Rep. Pelosi's office; Sailors Union of the Pacific President Gunnar Lundberg; Tim Paulson, president of the San Francisco Labor Council; Aaron Peskin, San Francisco Board of Supervisors; and San Francisco Port Commissioner Michael Hardeman. Capt. Andy Miller of Blue & Gold Lines stands with his back to the camera. Behind Shipway are members of the International Longshore and Warehouse Union (ILWU) drill team.

IBU Regional Director Marina Secchitano rallies the crowd. Behind her are members of the ILWU drill team.

Matson Contract Reopener Appears Headed for Arbitration

After three negotiating sessions with Matson Navigation Company on January 11, 12 and 27 in San Francisco, the 2005 MM&P-Matson contract reopener appears headed for arbitration. Negotiations to determine wage and wage-related increases for January 1, 2006, January 1, 2007 and January 1, 2008 aboard Matson's standard contract vessels stalled with the company's insistence that MM&P licensed deck officers accept a wage freeze.

The MM&P bargaining committees, negotiating in concert with the Marine Engineers' Beneficial Association and the American Radio Association (ARA), expressed disappointment at the company's unwillingness to share its record profits. "When you consider that the inflation rate is running at 3-4 percent and that Alexander & Baldwin (A&B), the parent corporation of Matson, proclaimed 2005 a 'benchmark year' for profits, it is not surprising that MM&P and the company will have to resolve our differences in arbitration," said MM&P Pacific Ports Vice President Don Marcus. A&B's president and chief executive officer has stated that in 2005, the company's transportation business achieved a 22 percent year over year increase in operating profit. Net income in 2005 for the corporation was $126,000,000, up 25 percent from last year.

As this issue of *The Master, Mate & Pilot* went to press, no arbitration date had been set.

Matson to Convert C-9 MV Mokihana to Combination Ro/Ro

Matson Navigation has announced it is converting the first of its C-9 containerships, *MV Mokihana*, to a combination roll-on/roll-off (Ro/Ro) and container vessel. The company says this phase of the project, which includes construction of a 1,350-vehicle capacity garage and investments in new information technology for auto shipments, will be completed by mid-2007.

"By adding garage capacity, the combination vessel will provide the fastest and most economical method of shipping vehicles, with one vessel transporting the equivalent capacity of two ships in our service today," said Dave Hoppes, Matson senior vice president for ocean services, in a prepared statement. The new garage units will have all the features of a pure car carrier, including various safety components to minimize damage in transit.

The converted ship will join Matson's two other combination Ro/Ro-containerships in the company's Hawaii service in 2007. Matson has new multi-year agreements with Ford Motor Company and General Motors for the carriage of vehicles to and from Hawaii.

MM&P Members at McAllister Receive Update

Negotiations continue at McAllister, San Juan, Puerto Rico. In February, MM&P United Inland Group (UIG) Vice President Steve Demeroutis, along with MM&P International Counsel John Singleton, Associate Counsel Gab Terrasa, and Mike Rodriguez, Executive Assistant to MM&P's International President, traveled to San Juan to present MM&P members employed at McAllister with an overview of the ongoing contract negotiations. They were accompanied by UIG San Juan Representative Luis Ramirez. Talks with McAllister have stalled over retirement benefits. (*Above*) Members employed at McAllister pose in San Juan with Ramirez and Rodriguez on the deck of a McAllister tug.

P&O Nedlloyd, Farrell Vessels Now Under Maersk Name

A.P. Møller-Maersk has announced it has changed the names of the P&O Nedlloyd (PONL) and Farrell Lines vessels it acquired as part of the summer 2005 takeover of its former competitor. In a statement, Maersk said the new Maersk Line network would be fully implemented by June 2006. In the meantime, the company announced the following vessel name changes:

A painter replaces the Farrell Lines stack with Maersk Line blue. The giant shipping conglomerate has announced it will finish rebranding the PONL and Farrell Lines business by June.

- *Endeavor* to *Maersk Vermont*
- *Endurance* to *Maersk Maryland*
- *Enterprise* to *Maersk Maine*
- *Delaware Bay* to *Maersk Nevada*
- *Chesapeake Bay* to *Maersk Nebraska*
- *PONL Buenos Aires* to *Maersk Texas* effective May 23
- *PONL Vera Cruz* to *Maersk Louisiana* with an effective date to be announced.

Trinity Negotiations Continue

MM&P Vice Presidents Bob Groh and Rich May met at the union's headquarters in February with Trinity Management President Steve Miceli to make wage and benefit adjustments to bring MM&P members aboard Trinity's dredges into alignment with the rest of the industry. Also included in the package are incentives that reward longevity with the company. The new wages and benefits will remain in effect until March 31, 2007. As this issue of *The Master, Mate & Pilot* went to press, several pending items were slated to be negotiated by a team headed by Bob Groh, with assistance from Rich May, MM&P Agent-Gulf Ports Wayne Farthing and Mike Rodriguez. Representatives of the dredge crews will participate in the negotiations.

NEWS Briefs

MM&P Welcomes ILWU Leaders to the Pacific Maritime Institute

MM&P Pacific Ports Vice President Don Marcus and other MM&P members extended a hearty welcome to the leaders of the International Longshore and Warehouse Union (ILWU) at a reception held in February at MM&P's Pacific Maritime Institute (PMI) in Seattle. Marcus took the opportunity to thank ILWU International President James Spinosa, ILWU International Vice President Bob McEllrath and numerous other ILWU leaders, including Coast Committeemen Joe Wentzl and Ray Ortiz, for the ILWU's many years of friendship and solidarity with MM&P.

(*Above*) MM&P Pacific Ports Vice President Don Marcus (*center*) with (*left to right*) MM&P Agent-Pacific Ports Dave Boatner, ILWU Local 14 Business Agent Ray Familathe, ILWU International President James Spinosa, ILWU Coast Committeeman Joe Wentzl and Herold Ugles, president of ILWU Local 19.

Some 35 international and local ILWU leaders were in Seattle attending a three-day port security training course at PMI. The training was facilitated by Danny Ellis, an active MM&P member and a former U.S. Captain of the Port of Puget Sound. MM&P's guests at the reception, including officials of the Inland Boatmen's Union, Sailors' Union of the Pacific and the Marine Engineers' Beneficial Association as well as local MM&P members, enjoyed a hands-on demonstration of the ship-handling simulator and a tour of PMI.

New Officers for Houston Pilots

The Houston pilots have elected the following officers for 2006: Capt. Robert Thompson, presiding officer; Capt. Tom Pace, vice president; and Capt. Bobby Kirk, vice president. The three officers make up the Houston Pilots Executive Committee.

81st MM&P Convention Call

Tuesday Aug. 22, 2006

Brothers and Sisters:

In accordance with Article IV, Section 2, of the International Constitution, you are hereby notified that a regular convention of the International Organization of Masters, Mates & Pilots will be convened at 10:00 a.m. on Tuesday, August 22, 2006, at the Maritime Institute of Technology & Graduate Studies, 692 Maritime Boulevard, Linthicum Heights, Maryland 21090.

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

Please post this Convention Call in a prominent location in your offices so that our Membership will be aware of the time and place of the 81st Convention.

With best wishes, I remain,

Fraternally,

Glen P. Banks

International Secretary-Treasurer
International Organization of Masters, Mates & Pilots

Mike Rodriguez Called to Active Duty

Mike Rodriguez, Executive Assistant to MM&P's International President, has been called to active duty effective March 20. Mike has served as Executive Assistant to MM&P International President Timothy Brown since February 2001. However, he has a second employer: Mike is a Naval Reservist assigned to the Merchant Marine Operational Command Headquarters Unit 0102 in Baltimore. Mike's tour of duty may be for up to one year.

Mike Rodriguez, Executive Assistant to MM&P International President Tim Brown, has been called to active duty in the Naval Reserves.

Since Mike learned of his deployment, he has been working with staff at Headquarters, Plans, MITAGS and MIRAID toward a smooth turnover of the various projects and responsibilities in which he is involved. The goal is to provide for an efficient transition and to set things up in such a way that the work Mike handles can be done until he returns.

Richard Plant and others will take on the contract work. This includes making wage and benefit calculations, drafting contract language and advising the International President and the General Executive Board regarding the allocation of wages and benefits within the frameworks of our contracts. Richard has remarkable skill at organizing information and making it available to decision makers. A retired part-timer, with Plans experience, will be available to assist Richard with contract adjustments.

We anticipate there will be several important issues playing out in Washington, D.C., over the next few months. One is the legislative change proposal on licensing that the U.S. Coast Guard (USCG) has been pressing. The USCG has taken several of our concerns into account and redrafted its proposal. However, we remain troubled over certain aspects. A separate issue of concern is the delay in implementation of the Transportation Workers Identity Credential (TWIC) and the problems with shore leave access our members are experiencing as a result. MM&P Pilot Group Vice President George Quick has been helpful in the past and we look for him to assist here in the future.

The Merchant Marine Personnel Advisory Committee (MERPAC) is considering several issues that require MM&P's attention: physical standards for mariners and a MERPAC proposal to allow retired USCG and Naval officers to sail as Master or Chief Engineer without first sailing in the junior officer billets. With the help of MITAGS Executive Director Glen Paine and his staff, we will be able to ensure that the school's and the union's joint position on these issues is brought to MERPAC's attention. Glen serves on MERPAC's Board.

As he prepares to deploy, Mike extends thanks "to MM&P officers Tim Brown, Glen Banks and the rest of the General Executive Board for their support of my naval career." Mike also thanks Jim Patti and Valerie Verrecchio for their help on many of his projects and the varied aspects of his role at MM&P. Mike also wants to express his thanks to the entire MM&P membership, as well as to his family, for their patience and support.

"I'm proud to serve MM&P and the Navy," Mike says. "I expect to return to serve our members as a better mariner and a better officer. God bless the United States and protect our brothers and sisters in the American Merchant Marine."

MM&P International President Brown Meets With Senate Candidate Ben Cardin

MM&P International President Timothy Brown and leaders of other AFL-CIO unions and locals met recently with Senate candidate Ben Cardin at a fundraiser at the Baltimore, Md., headquarters of the Marine Engineers' Beneficial Association (MEBA). Cardin is running for the seat that will be left open by the retirement of Sen. Paul Sarbanes (D-Md.). Like Sarbanes, Cardin is a strong supporter of the U.S. Merchant Marine. "We can't rely on foreign ships," he told those present at the meeting. "We have to have that capacity here in our country." Cardin said he intends to follow the example of Sarbanes, who "has devoted his career to helping working people."

NEWS **Briefs** (continued)

Bob Kimball of MITAGS Called to Active Duty

Bob Kimball

Bob Kimball, a chief mate with Canadian Pacific (formerly Lykes Lines) and an instructor at MM&P's Maritime Institute of Technology & Graduate Studies (MITAGS), is also a Lieutenant Commander in the United States Naval Reserve. Bob is a drilling reservist assigned to EPU-102.

The EPU units were formerly Military Sealift Command (MSC) units. Their mission is to serve as a liaison between ships moving military cargo and the Army, the principal mover of all military cargo.

Bob joined the Naval Reserve in 1988 and was initially assigned to the Individual Ready Reserve (IRR). After fulfilling his Naval Reserve requirement, he was promoted to Lieutenant Commander. His promotion took place on September 11, 2001, a date that has developed meaning for all of us and for some has changed the world forever.

In 2003 Bob was asked if he would be interested in becoming a Selective Reservist and being affiliated with the Bronx, New York, MSC unit. He jumped at the opportunity to serve his country while at the same time applying his maritime knowledge and experience to a seagoing mission.

In 2004, Bob was called to activity duty in Bahrain where he worked in support of Operation Iraqi Freedom. Bob has again been selected for mobilization, in this case for one year or more, and will be departing for active duty at the end of March. In discussing the turn of events, Bob said, "I consider this to be a great honor because I will be representing the Masters, Mates & Pilots and the Maritime Institute somewhere at sea for a cause I believe in."

Prestigious Appointments for MM&P Associate Counsel Gab Terrasa

MM&P Associate International Counsel Gabriel Terrasa has been named to a three-year term as a member of the board of directors of the AFL-CIO's Lawyers Coordinating Committee (LCC).

AFL-CIO President John Sweeney has named MM&P Associate Counsel Gabriel Terrasa to a three-year term as a member of the board of directors of the AFL-CIO's Lawyers Coordinating Committee (LCC).

The LCC's mission is to enhance opportunities for attorneys who represent the AFL-CIO and its affiliates, and to share information and insights through a number of venues, including regional meetings and annual conferences. The LCC is comprised of more than 1,700 union-side labor lawyers in more than 500 firms and legal departments nationwide. Forty attorneys from firms across the United States, including the general counsels of the 20 largest AFL-CIO unions, comprise its board of directors.

(Gab Terrasa, continued on facing page)

Moment of Remembrance On E-Ships Enterprise

The crew of E-Ships *Enterprise* (right) displays the American flag during a moment of silence in memory of the men and women of the U.S. Merchant Marine and armed forces who have given their lives over the years for the United States. In the July-August 2005 issue of *The Master, Mate & Pilot*, the professional mariners in the photo were incorrectly identified as belonging to the crew of E-Ships *Endurance*. Our apologies to the crews of the *Enterprise* and *Endurance*, and our thanks to Capt. David H. Williams, master of *MV Enterprise*, for bringing the error to our attention.

(Gab Terrasa, continued)

"During the years I have been involved in the LCC, I have been impressed by the quality and talent of its members, as well as by their undying commitment to and passion for the labor movement and the defense of workers' rights," Terrasa said. "It is a tremendous honor for me to have been appointed by President Sweeney to this position."

The Baltimore-based union-side law firm Singleton-Gendler has also just announced that Terrasa has been made a partner. The name of the firm has been changed to Singleton, Gendler & Terrasa.

History Made As U.N. Adopts Seafarers' Rights Bill

Maritime unions, governments and shipowners attending a special conference of the United Nations International Labor Organization (ILO) made history in February when they adopted a sweeping maritime labor convention aimed at protecting the rights of the world's 1.2 million seafarers. The new Maritime Labor Convention, which applies to commercial ships over 500 gross tons, will come into force after it has been ratified by 30 member states with a total share of at least 33 percent of the world's gross tonnage.

The convention, which had been under negotiation for over four years, sets minimum age requirements for seafarers, as well as strict rules on hours of work and rest, accommodations, recreational facilities, food, medical care and social security.

Ships will have to carry a certificate, issued by the flag state, to show they are in compliance, and the flag states will be required to carry out regular inspections. The convention includes provisions for onboard and onshore complaint procedures for seafarers regarding shipowners' and shipmasters' supervision of conditions.

The European Commission immediately announced it plans to implement the convention in the European Union and may move to incorporate it into Community law.

According to Cleopatra Doumbia-Henry, director of the ILO's international labor standards department, "The objective of this convention is to eliminate substandard shipping," since it would "provide an incentive to good shipowners and a disincentive to the unscrupulous." Her thoughts were echoed by Brian Orrell, representing the British maritime officers union NUMAST, who said the new convention should help to combat the unfair competitive advantage that accrues to shipowners who exploit their crews.

Cleopatra Doumbia-Henry

Bruce Carlton, associate administrator for policy and international trade at the U.S. Maritime Administration, said the convention "is unique in that it has teeth… Beyond improving the working conditions of seafarers, it is also about further marginalizing the bad shipowners who end up costing the entire industry."

The vote, which came on the final day of three-week talks, was 314 delegates in favor and none against, with Lebanon and Venezuela abstaining. The delegates represented more than 100 member states and employers' and workers' groups.

The 100-page treaty consolidates more than 65 labor instruments, some dating to 1920, according to the ILO.

Profitability Gains for U.S. Flag Shippers

Recalculation of the tonnage tax and the introduction of the new cargo preference program are leading to an increase in profitability for U.S. flag shippers, according to an article published in the December 2005 issue of *Defense Transportation Journal*. Although "typically a U.S.-flag fleet has proved unprofitable," the magazine reports, "the situation is changing." The article predicts that the 9 percent growth rate that has characterized the global container business over the past 20 years will slow somewhat, to 8 percent, between now and 2010. It identifies "high prices for oil and steel, high charter rates and infrastructure congestion" as the biggest challenges facing U.S.-flag shippers. The magazine predicts more mega-mergers in U.S.-flag shipping and says for the foreseeable future, intra-Asia trade will continue to be the largest, fastest growing market.

NEWS **Briefs** (continued)

Award to MM&P-Crewed Nancy Foster

The National Oceanic & Atmospheric Administration (NOAA) survey vessel *Nancy Foster* has been named Marine Operations Center (MOC) Ship of the Year. Congratulations are in order for the MM&P licensed deck officers aboard the vessel and the rest of the crew. The ship and its personnel were recognized for being "extremely effective and efficient." During the aftermath of Hurricane Katrina, those aboard the vessel conducted surveying operations, assessed levels of contamination in the water and associated fish stocks, and recovered a non-operational weather buoy for the National Data Buoy Center. A spokesperson for MOC said *Nancy Foster's* ability to provide multi-mission support proved to be a great asset during the field season and during an emergency response. He called the ship "a credit to MOC and all of NOAA."

Nancy Foster, homeported in Charleston, S.C., is one of a fleet of research and survey vessels used by NOAA to improve our understanding of the marine environment. It is a multi-purpose platform involved with a wide variety of coastal oceanographic research projects. *(Photo courtesy of NOAA.)*

DP World Withdraws Bid to Manage Six U.S. Ports

As this issue of *The Master, Mate & Pilot* was going to press, the United Arab Emirates-based company Dubai Ports World announced it would sell off its U.S. operations to an American owner. The company made the announcement after House and Senate Republicans told the Bush Administration that Congress would reject the U.S. components of the company's acquisition of Peninsular and Oriental Steam Navigation Co. (P&O), which oversees operations at six U.S. ports. The announcement came after weeks of public outcry over the deal.

The International Longshoremen's Association and the AFL-CIO Transportation Trades Department were among the union organizations which denounced the takeover. "Our ports are in the front lines of the war on terrorism," said ILA President John Bowers. He said the ILA had been extremely concerned about "takeover of P&O's operations by DP World, the state-owned entity of a small Middle East country with a checkered history of suspect terrorist-related activities."

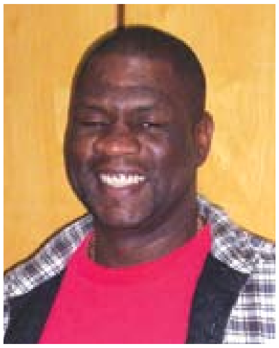
"The White House is dangerously out of touch with the bipartisan national security concerns coming from both Congress and many of our nation's mayors and governors," said Edward Wytkind, president of the AFL-CIO Transportation Trades Department.

In order to close the $6.8 billion mega-deal, on Feb. 27 DP World had made an offer to "segregate" the U.S. portion of its takeover of P&O while the Bush Administration looked for maneuvering room. That move came after the Port Authority of New York and New Jersey announced it would go to court to terminate its lease with P&O and thus remove itself from the scope of the acquisition.

The takeover was to have included 30 terminals in 18 countries. Democrats in Congress argued that in the case of the six American ports, the takeover would have been in violation of U.S. law since it had not been the subject of a mandatory 45-day government review.

The Port of New York, one of six U.S. terminals that would have been covered under the controversial takeover operation. To end public outcry over the deal, DP World agreed to sell off P&O's U.S. operations to an American firm. *(Photo courtesy of American Association of Port Authorities.)*

Quick Thinking Member Quells Fire on Dredge



Curtis McClendon

Curtis McClendon, assistant engineer on the dredge *MV Columbia*, crewed top to bottom by MM&P, has been credited with heroic action that saved the vessel from substantial damage when a fire broke out in the pump room on Feb. 20.

According to Chief Engineer Charles C. Holmes, a fault in the starter motor contactor for the jet pump engine caused it to continue running after the engine had started. Before the circuit could be physically disconnected from the battery bank, the starter motor had overheated and begun to burn.

When McClendon realized that the flames were threatening the hydraulic manifold, he began knocking them down himself with a fire extinguisher. He continued to battle the fire until the fire team arrived to cut the electric cable to the starter.

"If Mr. McClendon had not taken it upon himself to take the action that he did, I'm sure there would have been much more damage than there was," Holmes reported in a letter to Steve Miceli Jr. of Portsmouth, Va.-based Trinity Management, which manages the vessel, at that time on a job in Mobile Bay, Ala. "His quick thinking allowed us not only to have the engine room back on line in short order, but could have kept us from having severe damage in the pump room."

McClendon has been commended by *Columbia's* Master, Gerard Switzer, as well as by Trinity. "His prior service in the U.S. Navy no doubt gave him the wherewithal to fight our fire of Feb. 20," Switzer said.

Kids, Captains, Enthusiastic About "Adopt-a-Ship"

New participants continue to flock to "Adopt-a-Ship," the program that gives school-age children the opportunity to correspond with members of the U.S. Merchant Marine about a range of maritime topics.

Sponsored by the Propeller Club of the United States and the U.S. Maritime Administration (MARAD), Adopt-a-Ship was launched in 1936. The program puts 5th to 8th grade students in direct correspondence with the masters and crew of ocean and coastal vessels, inland and harbor craft. Enthusiasts say Adopt-a-Ship fosters kids' interest in geography, history, transportation, commerce, science, math and English.

Eighty-four vessels and 32 schools are currently participating, according to MARAD. A recent applicant to the program is MM&P member John Nicoll, master of *Horizon Fairbanks*. "I'm excited to hear all the different questions that children have," says Nicoll. "They ask the best ones, and their view is always so wide-eyed."

MM&P has consistently been an active participant in the program. Last year, when member Jack Boak visited the school that had adopted his ship, the union assembled a box of educational and gift items for him to take along. MM&P's training institute, MITAGS, builds on the Adopt-a-Ship program by hosting tours of its popular planetarium for children at local schools.

Teachers begin the "adoption" by contacting the Propeller Club or MARAD either online or by mail. The captain of each ship assumes responsibility for answering the correspondence from the class personally or through his or her officers or other crewmembers.

The first letter, from the teacher to the captain, generally requests information about the ship's itinerary and the best means of communication. It is followed by a letter or letters from the class which usually contain questions about topics such as the size of the ship, number of crewmembers, trade routes and cargo. When correspondence is fully launched, students' questions arise spontaneously and with great enthusiasm.

Participants say geography, social sciences, and other subjects take on a freshness not easily attained by textbook studies alone. Teachers and students are encouraged to develop the program to suit their educational needs.

Masters and teachers interested in participating in the program should contact Sharon LeGrand, Rm-8114, U.S. Department of Transportation, 400 7th St., SW, Washington, DC 20590. Her e-mail address is: *sharon.legrand@dot.gov*.

Congress Returns
So Little Time, So Much to Do!
C. James Patti

The second session of the 109th Congress has officially begun. With the 2006 mid-term elections pending, Congress will have only a short time to finish work on a number of legislative initiatives important to MM&P, MIRAID and the U.S.-flag merchant marine.

Fiscal Year 2007 Maritime Security Program Funding

The Bush Administration's Fiscal Year 2007 Budget, which was conveyed to Congress Feb. 7, requests funds to implement the Maritime Security Program (MSP). Congress must appropriate funds each fiscal year to support the continued operation of the 60-ship MSP fleet, comprised of militarily useful U.S.-flag commercial vessels. In recognition of MSP's importance to our nation's sealift readiness and capability, the program has been fully funded at its authorized level since its inception in 1996. MM&P, MIRAID and others in our industry will be urging this Congress to appropriate funds for MSP at the authorized $156 million level for fiscal year 2007 (Oct. 1, 2006–Sept. 30, 2007).


C. James Patti
President, MIRAID

Under the MSP reauthorization legislation signed into law by President Bush in 2004 as part of the Department of Defense (DOD) Authorization Act (Public Law 108-136), each U.S.-owned, U.S.-flagged and U.S.-crewed vessel participating in MSP is eligible to receive $2.6 million in fiscal year 2007. This is the amount Congress has deemed necessary to promote retention under the U.S. flag of a fleet of militarily useful commercial vessels. MSP helps U.S. operators compete for the carriage of America's foreign trade against heavily subsidized, state-controlled foreign-flag fleets.

Congress established MSP in response to lessons learned during Operations Desert Shield and Desert Storm. Since then, MSP-enrolled vessels have successfully supplied U.S. military forces in the Balkans and throughout the world. These vessels are now providing significant sealift support in Iraq and Afghanistan. In testimony to Congress, Gen. John W. Handy, Commander in Chief, United States Transportation Command, stated that as DOD "look(s) at operations on multiple fronts in support of the War on Terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain its needed capability and capacity to meet our most demanding wartime scenarios… MSP is a cost-effective program that assures guaranteed access to required commercial U.S.-flag shipping and U.S. merchant mariners… MSP is a vital element of our military's strategic sealift and global response capability. The benefits of a strong MSP are evident in the lessons learned from Operation Iraqi Freedom."

We expect that the House and Senate Subcommittees on Transportation, Treasury, Housing and Urban Development and the Judiciary, which have jurisdiction over appropriations for the Maritime Administration and MSP, will consider the MSP fiscal year 2007 funding request in April.

National Security Personnel System (NSPS)

Our effort to permanently and completely exclude civil service mariners (CIVMARS) from the proposed DOD National Security Personnel System (NSPS) will continue into this session of Congress. CIVMARS crew the Military Sealift Command (MSC) vessels that provide mission support in response to U.S. Navy and military sealift demands and play a critical role in serving alongside our nation's war fighters in combat zones around the world.

We have succeeded in obtaining an administrative exclusion for CIVMARS from the human resources and appeal provisions of NSPS. Unfortunately, the regulations recently published by DOD to implement NSPS failed to completely exclude CIVMARS from the labor relations portion of NSPS. Inclusion of CIVMARS in the labor relations portion of NSPS will likely diminish the scope of the collective bargaining rights of CIVMARS, which today are comparable to those enjoyed by professional mariners who sail in the commercial maritime sector. Impinging on CIVMARS' collective bargaining rights would threaten MSC's ability to recruit and retain the required number of qualified mariners.

As we have noted in the past, the existing CIVMAR system works because of the vital link between maritime labor and the MSC. For over 30 years, maritime labor has served as an adjunct and a resource to DOD, providing it with a ready pool of well-trained, highly skilled, experienced U.S. seafarers. MM&P and the other maritime unions have proudly worked with DOD and MSC to provide the personnel needed to sail whenever and wherever required to meet the national security demands of our nation. Above all, maritime labor wants this close working relationship to continue—both on its own and as a key component of our nation's ability to meet its sealift capability demands. If CIVMARS are made to surrender various collective bargaining rights and protections as a condition of serving on an MSC ship, it makes it less likely that they will choose to transition from the commercial sector to the MSC fleet.

A coalition of AFL-CIO unions that represent civil service DOD employees scheduled to be included in all aspects of NSPS has filed a lawsuit in the U.S. District Court for the District of Columbia challenging the legality of DOD's proposed new workplace rules. The judge in the case has asked for more time to consider the lawsuit and, as a result, DOD has delayed implementation of NSPS until the end of April 2006. We will use the time to continue to meet with DOD and MSC in search of a mutually acceptable solution to the problems caused by NSPS for maritime labor. In this way, together, we can continue to support American forces and protect America's security.

Short Sea Shipping, Harbor Maintenance Tax and Title XI

In 2002, the U.S. Maritime Administration (MARAD) began a "short sea shipping initiative" intended to increase awareness of the benefits that could be realized through use of domestic inland, intercoastal and intracoastal waterborne transportation to move commerce within the United States. MARAD defines short sea shipping as "commercial waterborne transportation that does not transit an ocean… An alternative form of commercial transportation that utilizes inland and coastal waterways to move commercial freight from major domestic ports to its destination."

Short sea shipping could help reduce traffic congestion on our nation's highways. Legislation introduced in Congress by Reps. Dave Weldon and Chris Shays would eliminate the multiple taxation of waterborne cargo so as to encourage the development of a domestic short sea shipping industry.
(Photo courtesy of Getty Images)

MM&P and MIRAID have been active participants in various projects initiated to encourage the development and growth of a short sea shipping industry. It continues to be our position that the short sea shipping industry must be comprised of vessels that meet the requirements of our nation's cabotage laws and comply with the provisions of the Jones Act. This means they should be U.S. owned, U.S. built, U.S. flagged and U.S. crewed—exactly as is the case for all other commercial vessels operating between American ports in the carriage of America's domestic waterborne commerce.

In the context of these projects, it has become increasingly clear that a major impediment to the development of a short sea shipping industry in the United

(Washington Observer, continued on page 12)

States is the harbor maintenance tax (HMT) as it is now applied. Under current practice, waterborne cargo is subject to the HMT when it arrives from overseas at its first port in the United States; if it arrives at a second U.S. port, it is again subject to tax. This system of double taxation is a tremendous economic impediment to the movement of cargo by water along our coasts.

To address the problem, Reps. Dave Weldon (R-Fla.) and Chris Shays (R-Conn.) have introduced legislation strongly supported by MM&P and MIRAID. Their bill, the Short Sea Shipping Tax Exemption Act (HR 3319), would eliminate the multiple taxation of waterborne cargo. In remarks made introducing HR 3319, Rep. Weldon said, "With our rail lines and highways at full capacity and a growing economy and population, America must find new ways to help cargo be transported. The end result being the creation of a blue water highway that has robust cargo traffic in and out of America's ports."

He added, "Currently vessels are subject to the Harbor Maintenance Tax each and every time when servicing a port. This tax precludes many vessels from going to many American ports in a sequential fashion. This legislation would eliminate that tax and thus remove a barrier to short sea shipping. Without this tax in place, a cargo vessel could travel from Port Canaveral in Florida, to Baltimore and then on to New York without having to pay the tax. The tax would remain for the larger, ocean-going cargo ships. For short sea shipping/blue water highway to become a reality, it will take more than the removal of the Harbor Maintenance Tax for the unique vessels needed for short sea shipping, but this is a good first step."

We agree with Rep. Weldon, and we strongly believe that Congress must resurrect the Title XI loan guarantee program for commercial shipbuilding to provide an important economic tool for American operators interested in participating in short sea shipping and other domestic shipping trades. Without the availability of Title XI to support domestic shipbuilding, it is extremely difficult for American companies to secure the financing necessary to build vessels in American shipyards. Without Title XI, and without a robust commercial shipbuilding program, it will be harder and harder for American companies to modernize and expand their Jones Act fleets and to acquire the U.S.-built vessels for the critically important short sea shipping market. We will continue to urge Congress to act on HR 3319, to fund the Title XI loan guarantee program, and to work with our industry in support of a U.S. short sea shipping industry.

"Belated Thank You to World War II Merchant Mariners"

As we have reported previously, there is strong support for the enactment of legislation to provide long overdue recognition and benefits to World War II merchant mariners. The bills, HR 23 and S 1272, would provide a $1,000 monthly benefit to eligible World War II merchant mariners or their surviving spouses. As we have also reported, until and unless this legislation is "scored" by Congress, it will not be acted upon. Since enactment of the legislation would result in the expenditure of federal funds, the Congressional Budget Office must first estimate how much federal money would be spent if the bill were to be enacted, and Congress must then determine where the money to pay for this benefit would come from.

It has been and continues to be our position that whatever the "cost" of this legislation is determined to be, it pales in comparison to the cost paid by American merchant mariners in service to our nation, a cost that all too frequently included the loss of life. We will continue to push for a realistic scoring and for the enactment of this important and long overdue legislation.

MM&P's Directory Is Now Online

Visit http://www.bridgedeck.org/ to find up-to-the-minute contact information for all of MM&P's staff and offices.

Administrator's Column: March – April 2006

Valerie Verrecchio

MM&P Health & Benefit Plan Director Ann Marie McCullough recently called me into her office to share some good news: one of our members had presented the Health & Benefit Plan with a check for $39,000. The check covered payments our Plan had made for the medical care of the member's daughter when she was treated two years before at a major university hospital. While hospitalized for a different condition, she had developed malaria; the cost of treating the malaria amounted to additional charges of $39,000 on the hospital's bill. Thanks to some excellent detective work, our member and his wife discovered that their daughter had caught malaria from a hospital roommate, who had traveled to Africa and contracted the disease there.

After discovering that the hospital might be at fault, they asked us for copies of the bills to determine how much the Plan had paid after their daughter contracted malaria. In an attempt to recover the money, they took their case to a number of attorneys, but none practicing in the area was willing to accept the case because they dealt with the hospital on a regular basis. Most also said it would be too expensive to take on a hospital with a national reputation as a Center of Excellence.

But the couple did not stop. They obtained an expert opinion from an infectious disease specialist and, after two years of negotiations with the hospital, were able to recover the $39,000 that the Plan had paid.

Ann and I, upon hearing the good news, both wished there were something we could do to thank the member and his family for their efforts on the Plan's behalf. After reading through the Summary Plan, we realized that we did have an opportunity to show our gratitude. Under the Plan rules, our member was eligible for the "Hospital Audit Reward," an award given members who discover charges that should not have been paid by the Plan. If the Plan is successful in recovering the money as a result of the member's diligence, the member is entitled to 50 percent of the amount recovered, up to a maximum of $1,000. What a pleasure it was to write that check!

This story should serve as a reminder to our members. For all hospitalizations, it makes sense to review a copy of the Explanation of Benefits (EOB) statement provided by the Plan Office. You might save yourself, and the Plan, some money!

Valerie Verrecchio
Plans Administrator

Board of Trustees Meetings Feb. 1–2, 2006

Prior to the general Board of Trustees meetings, the Health and Benefit Subcommittee met Jan. 31 for an in-depth discussion of health and benefit items that would later be on the Board's agenda. On Feb. 1–2, the Trustees addressed a full agenda of issues regarding all the Plans. The following is a synopsis of Board actions and related items that may be of interest to members.

Addition of Contraceptive Coverage to Plan Benefits

Effective Feb. 1, 2006, the Trustees added contraceptive coverage to Plan benefits for members and spouses. This means that all prescription drug related contraception, such as oral contraceptives, intrauterine devices (IUDs) and contraceptive patches, will be covered. This benefit will also cover procedures such as vasectomies and tubal ligations.

Contraceptives for dependent children will not be covered. The only exception will be when a physician submits to the Plan Office a letter of medical necessity for oral contraceptives only. No other contraceptives for dependent children will be covered.

Although dependent children who do not meet the criteria for medical necessity for oral contraceptives will be responsible for 100 percent of the cost of the drug, they can obtain the Plan discount by contacting the Plan Office before taking the prescription to the pharmacy to be filled.

Increase in Air Ambulance Benefit

After reviewing the benefits provided to members for air ambulance service, the Trustees moved to increase the current $3,000 per family per lifetime benefit to $6,000 per family per lifetime.

Prescription Drug Benefit Changes Effective Jan. 1, 2006

The Trustees reviewed examples of prescription drug benefit changes that took effect Jan. 1, 2006. Members had been notified about the changes to the retail prescription drug benefit by means of a mailing in October and a notice in my column in the January-February issue of *The Master, Mate & Pilot*. During the first few weeks of 2006, we received a number of questions about how the changes affect our members. Below are actual examples of the effect of the changes at the drug counter.

The Trustees realize that the changes will have a significant impact on members who are using brand name drugs in cases in which generic equivalents are available, but it is important that members realize that this particular Plan provision has been in place in the mail order program from its inception. The Trustees' decision to implement these changes was made only after extensive review of the Plan's prescription drug costs.

Example 1: Change in Minimum Co-Pay

A member obtains a generic drug at the drug store. The total cost of the drug is $20.00. The member will pay $7.50 for the drug and the Plan will pay $12.50.

A member obtains a generic drug at the drug store. The total cost of the drug is $4.50. The member will pay $4.50 and the Plan will pay $0.

A member obtains a brand name drug in a case in which no generic equivalent is available. The total cost of the drug is $60.00. The member will pay $15.00 and the Plan will pay $45.00.

A member obtains a brand name drug in a case in which no generic equivalent is available. The total cost of the drug is $12.00. The member will pay $12.00 and the Plan will pay $0.

Example 2: Plan will pay only 80% of the cost difference between brand name and generic equivalent, with the result also subject to minimum co-pays

The member goes to a pharmacy to obtain a brand name drug for which a generic equivalent is available. The following is an actual example of how this provision of the Plan was administered in the case of one of our members:

Name brand medication:	Darvocet-N Tab 100
Average wholesale price:	$37.32
Less 14.5 percent Plan discount:	$31.91
Tax:	$1.19
Total cost of drug:	$33.10
Generic equivalent:	Propoxyphenenapsylate /acetaminophen
Cost of generic:	$2.71
Difference in cost:	$30.39
Member co-pay:	$33.10**

Under the minimum co-pay rule, the member is responsible for the entire cost of the drug because the total cost of the generic drug is $2.71 (the member's co-pay if the generic had been supplied), plus the difference in cost between the brand name and the generic.

Earnings Limitation for Pensioner Health Care Coverage

The Trustees moved to increase, to $28,000, the 2006 pensioner earnings limitation for health care coverage. This means that pensioners under 65 years of age who have retired under the MM&P Pension Plan with 20 or more years, who are employed and who exceed $28,000 in wages from outside employment in 2006, will be offered the option of re-paying the Plan for any health expenses paid on their behalf or their spouse's behalf. In alternative, the member can elect to pay COBRA premiums for the 2006 plan year. If a member's spouse exceeds the earnings limitation and the member does not, the spouse will be offered the same options for repayment to the Plan or election of COBRA.

The spouse's earnings do not affect the pensioner's health care coverage.

Requests for Proposals From Preferred Provider Organizations

Since 1986, the Plan has contracted with First Health as its primary PPO network provider and with MultiPlan as its secondary network. As a fee for network access, the Plan pays both First Health and MultiPlan a percentage of the Plan's savings. In the past few years, although First Health has lowered the fees it charges the Plan by over 50 percent, the market has become more competitive.

To assure that the discounts we receive are competitive and that our members have access to a network with a broad geographic base, the Trustees have directed the Segal Company to solicit Requests for Proposals (RFPs) from national preferred provider networks (PPOs). First Health and MultiPlan, along with other selected national provider networks, will be asked to submit proposals to the Plan. The Trustees will review the proposals for scope of services and fee structure. Interested providers will also have to provide a report showing which of the Plan's current PPO providers are included in their networks.

In 2005, over 82 percent of hospital claims and 70 percent of physician claims were submitted by in-network providers. With First Health alone, the Plan saved over 31 percent on hospital claims and 40 percent on physician/outpatient claims, for total savings of more than $9 million over published rates.

If the Trustees decide to select a new provider, the change will not go into effect until Jan. 1, 2007. Our members will be notified well in advance of any change.

Future Pensioners Health Account

After discussion with Plan counsel, and following a Department of Labor audit of the Health Plan, the Trustees made the decision to start referring to the Future Pensioners Health Fund as the Future Pensioners Health Account. The new name more accurately reflects the legal status of this account.

Employer contributions for Offshore retiree health care and co-pays from Offshore pensioners are credited directly to the Future Pensioners Health Account. When, during any given period of time, Offshore retiree expenses exceed funds available in the short term account, money is moved from the Future Pensioner Health Account to cover the expenses. Money from the Future Pensioner Health Account is used for Offshore retiree medical expenses only.

Pension Plan

Also at the Feb. 1–2 meeting, the Trustees reviewed in detail the changes to the Offshore pension plan scheduled to go into effect on March 1, 2006. Pension plan participants received a mailing outlining the changes in November 2005 and a second mailing in early February which included examples of how the changes will affect a participant's and/or alternate payee's benefits going forward. All benefits accrued on and after March 1, 2006, will be covered by the new rules, while all benefits accrued through Feb. 28, 2006, will not be affected. Please refer to the Plan's February mailing for a more detailed explanation. For information specific to your benefits, you can also contact the Pension Department by phone at 1-877-667-5522 or by e-mailing Ken Ryan (*mmpplansken@aol.com*). The changes, which are necessary to fund current Plan liabilities, were made after our actuaries at the Segal Company conducted an extensive review and analysis of the Plan.

Segal also reported that, for the 2006 Plan year, the Pension Benefit Guaranty Corporation (PBGC) premium will be raised from $2.60 per member to $8.00 per member. The amount will be indexed in the future for wage increases. In the event of Plan terminations, PBGC guarantees pension payments to members up to specific amounts.

Our New Investment Manager

After reviewing the past year's performance of the Plan's large cap value manager at Fidelity Investments, the Trustees requested that the Plan's investment advisor, Independent Fiduciary Services (IFS), introduce other large cap investment managers to the Board. After comprehensive presentations at the meeting by four candidates, the Trustees decided to transfer assets currently managed by Fidelity Investments to LSV Asset Management's Large Cap Value Equity Fund.

LSV, established in 1994 as an academic foundation, is an active quantitative value equity manager. It currently manages $51.8 billion in total assets and $20.2 billion in large cap value assets. Its client list includes 125 Taft–Hartley institutions nationwide which have invested $6.5 billion with the firm. Since its inception in December 1993, LSV's Large Cap Value Equity Fund has reported annualized returns before fees of 15.7 percent, a result that exceeds S&P returns by 5.1 percent and Russel 1000 Value returns by 3.8 percent. The firm was selected on the basis of its consistently good returns, low risk, stable staff and competitive fees. Headquartered in Chicago, LSV is employee-owned.

IRAP/401K

The Trustees reviewed a suggestion made by some members that a Roth 401K option be added to the 401K portion of the IRAP Plan. After a thorough review, the Trustees decided not to add a Roth 401K option at this time. They based their decision on the fact that addition of a Roth 401K option would entail an increase in administrative work for the Plan Office, additional paperwork for employers and possible changes to the Trust.

The Trustees also asked IFS to review the mix of investments offered under the Vanguard IRAP and the Fidelity 401K to assure our members have access to a comprehensive range of choices. IFS will also review the overall performance of all the self-directed choices and report back to the Trustees with any recommendations.

Pending Pension Legislation

On Dec. 15, 2005, the U.S. House of Representatives approved the Pension Protection Act (HR 2830), a comprehensive piece of legislation intended to shore up the traditional defined benefit pension system in such a way as to protect the interests of workers, retirees and taxpayers. The bill, which passed by a vote of 294-132, was sponsored by the U.S. House Education and Workforce Committee, chaired by John Boehner (R-Ohio).

In hearings before the House Committee, Judy Mazo, vice president of the Segal Company and a member of the National Coordinating Committee of Multiemployer Plans (NCCMP), had an opportunity to outline the interests of the MM&P Offshore Pension Plan and other Segal clients. NCCMP is a coalition of national, regional and local multiemployer pension and health and welfare plans, international and local unions, national and local employer associations, individual local employers and multiemployer fund professionals.

According to NCCMP, many of the multiemployer provisions in HR 2830 were originally put forth as part of a bipartisan proposal supported by a coalition of employers, unions and multiemployer plans. NCCMP has successfully lobbied to fend off amendments that would have made the legislation less favorable to multiemployer plans. It has also worked to bring the differences between single-employer plans and multiemployer plans to lawmakers' attention. In addition, it has increased the visibility of multiemployer plans. NCCMP says, however, that substantial modifications in HR 2830 are still necessary.

On the Senate side, on Nov. 28, 2005, the Health, Education, Labor and Pensions Committee approved S 1783, "The Pension Security and Transparency Act" (PSTA). There will be significant pressure on senators and representatives to work out, in conference committee, a compromise between PPA, as the House bill is called, and PSTA. At this writing, it appears that compromise may not be easy to achieve. The

Attention MM&P IRAP/401K Option Participants

The Internal Revenue Code (IRC) requires that the Plan perform a non-discrimination test on the 401K portion of the IRAP Plan. As a result, this year a number of participants were notified that their contributions exceeded the maximum allowable for their specific group and that a portion of their monies was being returned. The IRS established the rules to ensure that highly compensated employees, as defined by the IRS, cannot make a higher tax deferred contribution to a 401K retirement plan than all other employees eligible to make contributions who may not have.

If you don't take advantage of pre-tax contributions to the 401K, or if you do participate but would like to see how increasing your contributions might affect your balance, go to *www.netbenefits.com*. There, you can: access your MM&P account with Fidelity, the Plan's 401K provider; review your current investment strategy; rebalance your assets; increase your deferral percentage; and use the take-home pay calculator and other tools to help you plan for retirement.

Fidelity also offers our members a one-hour free consultation at its offices. Go to *http://branchfinder.fidelitylabs.com/* to find a service center in your area.

In 2006, members can elect to defer up to $15,000 in pre-tax dollars and members 50 years of age and older can elect to make an additional $5,000 in deferrals as catch-up contributions.

Judy Mazo, vice president of the Segal Company and a member of the National Coordinating Committee of Multiemployer Plans (NCCMP), a coalition of national, regional and local multiemployer pension and health and welfare plans, associations and unions. In recent hearings before the U.S. House Education and Workforce Committee, Mazo had an opportunity to outline the interests of the MM&P Offshore Pension Plan and other Segal clients.

differences between the PPA and the PSTA involve a number of highly controversial and technical issues in pension reform, such as: "smoothing" assets and interest rates; using credit ratings to determine "at-risk" status; establishing new rules for credit balances; and transitioning to new funding rules. The Pension Protection Act would establish new rules for multiemployer pension plans, including special requirements for multiemployer plans judged to be in "endangered" or "critical" status.

During the MM&P Plans Feb. 1–2 Board meeting, the Segal Company's actuaries told the Trustees that the legislation pending in Congress may or may not provide relief to multiemployer defined benefit plans—it all depends on what form the legislation ultimately takes.

The following amendments were ratified by the Board of Trustees at the meetings of Feb. 1–2, 2006.

AMENDMENT NO. 10 TO THE M.M.& P. PENSION PLAN

SECOND RESTATED REGULATIONS

1) **Article III** (Types of Pensions, Eligibility and Amounts for Pensions), Section 3.03(d) (Regular Pension - Amount) shall be amended by adding the underlined language to the title of such Section to read as follows:

"(d) Pensions Effective On and After January 1, 1979 and Prior to March 1, 2006."

2) **Article III** (Types of Pensions, Eligibility and Amounts for Pensions), the second and third paragraphs of Section 3.03(d) (Regular Pension - Amount - Pensions Effective On and After January 1, 1979 and Prior to March 1, 2006) shall be amended by adding the underlined language before each schedule therein to read as follows:

"In addition, any Participant who accumulates one or more years of Pension Credit after July 1, 1981, and prior to March 1, 2006, and is eligible for a Regular Pension after accumulating such Credit, shall receive a monthly pension based on the following schedule:

* * * * * *

"Notwithstanding the above, a Participant who accumulates one or more years of Pension Credit after January 1, 1990, and prior to March 1, 2006, whose pension first becomes effective on and after January 1, 1991, who had attained at least age 60 as of such pension effective date with at least 30 years of Pension Credit prior to March 1, 2006, shall receive a monthly pension based on the following schedule:"

3) **Article III** (Types of Pensions, Eligibility and Amounts for Pensions), Section 3.03(e) (Regular Pension - Amount) shall be amended by relettering the existing Section 3.03(e) as 3.03(f) and adding a new Section 3.03(e) to read as follows:

"(e) Pensions Effective On and After March 1, 2006
Notwithstanding the above, a Participant who accumulates one or more years of Pension Credit on and after March 1, 2006, and is eligible for a Regular Pension after accumulating such Credit, shall receive a monthly pension equal to the sum of (i) the Participant's accrued benefit on February 28, 2006, based on the applicable schedule in Sub-paragraphs (a), (b), (c), and/or (d) hereinabove (or, the case of a Participant with less than 20 years of Pension Credit, based on the Participant's years of Pension Credit multiplied by 2% of pay), but disregarding the effect of any Pension Credits accumulated after February 28, 2006, or any increases in pay after February 28, 2006, and (ii) the benefit derived with respect to the Pension Credits accumulated after February 28, 2006, based on a rate of 2% of pay, but disregarding

any pay received prior to January 1, 2006. A proportional percentage shall be awarded for a partial year of Pension Credit, and the monthly pension under the preceding sentence shall not be less than the minimum dollar amount (i.e., $325 to $470, as applicable) provided under Sub-paragraph (d) based on the Participant's years of Pension Credit.

In the case of a Participant with more than 20 years of Pension Credit, the 2% rate under Sub-paragraph (e)(ii) above shall cease to apply for a Plan Year (and the incremental percentage rate derived from the applicable schedule in Sub-paragraph (d), whether 2 1/2% or 2 2/3%, will apply instead for such Plan Year, but only with respect to Pension Credits accumulated during such Plan Year) if the Plan's minimum funding contribution, as required by ERISA and the Internal Revenue Code, falls to 16% of payroll plus Feinberg, or lower, for such Plan Year, unless by applying the applicable schedule in Sub-paragraph (d) for the accrual of Pension Credits and/or by ceasing to apply the "pay limits" under Section 3.03(f)(ii)(D) for such Plan Year causes such minimum funding contribution to reach more than 19% of payroll plus Feinberg for such Plan Year. For purposes of this provision, "Feinberg" is defined as compensation which is added to a Participant's shipboard wages, excluding overtime unless otherwise provided in an applicable collective bargaining agreement, to ensure that any vacation benefits payable under the M.M.& P. Vacation Plan are included in the calculation of Participant's "pay" under the terms of this Plan. "Payroll" is defined as daily base wages plus nonwatchstanding allowance unless otherwise provided in an applicable collective bargaining agreement."

4) **Article III** (<u>Types of Pensions, Eligibility and Amounts for Pensions</u>), the first paragraph of newly relettered Section 3.03(f) (<u>Regular Pension - Amount</u>), formerly Section 3.03(e), shall be amended by adding the underlined language and deleting the bracketed language to read as follows:

"(f) The term "pay" as used in the foregoing Sub-paragraphs (a), (b), (c), [**and**] (d), <u>and (e)</u> of Section 3.03 shall mean as follows:"

5) **Article III** (<u>Types of Pensions, Eligibility and Amounts for Pensions</u>), newly relettered Section 3.03(f)(ii) (<u>Regular Pension - Amount - For Pensions Effective On and After January 1, 1976</u>), formerly Section 3.03(e)(ii), shall be amended by adding a new Section 3.03(f)(ii)(D) to read as follows:

"(D) For Pensions Effective On and After March 1, 2006

Notwithstanding anything herein to the contrary, the annual "pay" of each Participant taken into account in determining benefit accruals beginning on and after March 1, 2006, shall not exceed the following limits:

Years of Pension Credit	Pay Limit
Up to 20	$90,000
20 but less than 25	$105,000
25 and over	$120,000

These pay limits shall apply to a Participant on a Plan Year by Plan Year basis, and the pay limit in effect for a Plan Year shall be determined by a Participant's years of Pension Credit on the first day of such Plan Year.

These pay limits shall cease to apply for a Plan Year (but only with respect to Pension Credits accumulated during such Plan Year) if the amount of the Plan's minimum funding contribution, as required by ERISA and the Internal Revenue Code, falls to 16% of payroll plus Feinberg, or lower, for such Plan Year, unless by ceasing to apply these pay limits and/or by using the applicable schedule for accrual of Pension Credits under Section 3.03(d) for such Plan Year causes such minimum funding contribution to reach more than 19% of payroll plus Feinberg for such Plan Year. For purposes of this provision, "Feinberg" is defined as compensation which is added to a Participant's shipboard wages, excluding overtime unless otherwise provided in an applicable collective bargaining agreement, to ensure that any vacation benefits payable under the M.M.& P. Vacation Plan are included in the calculation of Participant's "pay" under the terms of this Plan. "Payroll" is defined as daily base wages plus nonwatchstanding allowance unless otherwise provided in an applicable collective bargaining agreement."

6) **Article III** (Types of Pensions, Eligibility and Amounts for Pensions), Section 3.14 (Deferred Vesting Pension-Amount) shall be amended by adding the underlined language and deleting the bracketed language to read as follows:

“Subject to the provisions of Article IV, Section 4.05(k), the monthly amount of the Deferred Vesting Pension shall be the greater of $14.10 for each year of Pension Credit or 1.875% of “pay” as defined in Section 3.03[(e)](f), for each year of Pension Credit earned by the Participant during his years of Vesting Service.

Effective for Deferred Vesting Pensions first becoming payable on and after January 1, 1979, the monthly amount of such pension shall be the greater of $14.10 for each year or a portion thereof of Pension Credit or 2% of “pay,” as defined in 3.03[(e)](f), for each year or a portion thereof of Pension Credit earned by the Participant during his years of Vesting Service.”

7) **Article III** (Types of Pensions, Eligibility and Amounts for Pensions), Section 3.16 (Deferred 10-Year Pension-Amount) shall be amended by adding the underlined language and deleting the bracketed language to read as follows:

“Subject to the provisions of Article IV, Section 4.05, the monthly amount of the Deferred 10-Year Pension shall be the greater of $14.10 or 1.875% of “pay,” as defined in Section 3.03[(e)](f), times the number of his Pension Credits. Effective for Deferred 10-Year Pensions first becoming payable on and after January 1, 1979, the monthly amount of the Deferred 10-Year Pension shall be the greater of $14.10 or 2% of “pay,” as defined in 3.03[(e)](f), times the number of years of his Pension Credits.”

8) **Article III** (Types of Pensions, Eligibility and Amounts for Pensions), Section 3.19 (Cost of Living Adjustment) shall be amended by adding a new Sub-paragraph (k) at the end of that Section to read as follows:

“**(k)** Individuals, who first become a Participant in the Plan on and after March 1, 2006, shall not be eligible to receive any Cost of Living Adjustment in their pension benefits under the terms of these Second Restated Regulations unless specifically approved by the Trustees.”

9) **Article IV-A** (Augmented Pension Benefit), the second paragraph of Section 4.01-A (Outline and Purpose) shall be amended by adding the underlined language and deleting the bracketed language to read as follows:

“The purpose of a Participant’s Augmented Pension Bank Account will be to augment in calendar years 1985 through 1987 (i) the number of Days of Covered Employment an eligible Participant earns as needed to provide a Participant with full Pension Credit (not Vesting Service) for that calendar year and (ii) an eligible Participant’s “Pay” as defined in Article III, Section 3.03[(e)](f) for purposes of determining the amount of a Participant’s pension. In no event, however, shall a Participant be credited with more than one full Pension Credit under this Plan in any one calendar year, nor shall a Participant’s Pay for pension amount calculation purposes in any one calendar year exceed the total amount of the Pay the Participant could have earned had he been fully employed for the entire calendar year.”

10) **Article IV-A** (Augmented Pension Benefit), Section 4.02-A(d) (Definitions - Pay) shall be amended by adding the underlined language and deleting the bracketed language to read as follows:

“**(d)** **Pay.** The term “Pay” as used herein shall have the same meaning as the definition contained in Article III, Sections 3.03[(e)](f)(ii) and (iii).”

Adopted: February 2, 2006

AMENDMENT NO. 98 TO THE M.M.& P. HEALTH & BENEFIT PLAN RULES AND REGULATIONS

1) **Article III** (Eligibility), Section 2.A.5 (Pensioners —Initial Eligibility — Co-Pay Requirements (Pensioners)) and Section 2.A.6 (Pensioners — Initial Eligibility — Pensioners Receiving a Lump-Sum Payout) shall be amended by changing the reference to “March 31, 2006” to “March 31, 2008”.

Adopted: February 2, 2006

Pensioners

Walter K. Allison, shipping out of Houston. He last sailed for Maritime Personnel and Provisioning as chief mate on the *Liberator*.

Michael A. Bozzone, shipping out of San Francisco. He last sailed for Matson Navigation Co. as master of the *Maui***.**

Paul Costabile, shipping out of Boston. He last sailed for Central Gulf Lines as master of the *Energy Enterprise***.**

Elmer E. Eberman, shipping out of West Coast ports. He last sailed for Matson Navigation Co. as third mate on the *Manulani***.**

Stanley Anthony Frak, shipping out of New York. He last sailed for Maersk Lines Limited as second mate on the *Independence***.**

Robert E. Guttman, shipping out of New York/New Jersey. He last sailed for E-Ships Inc. as second mate on the *Endeavor***.**

Mark S. Harris, shipping out of New York/New Jersey. He last sailed for Horizon Lines as third mate on the *Horizon Producer*.

John H. Kerwin, shipping out of Seattle. He last sailed for Maersk Lines Limited as chief mate on the *SS Liberator*.

Ted R. Lewis, shipping out of New York. He last sailed for Moore McCormack Lines as second mate on the *Rigel*.

William A. Morgan, shipping out of Seattle. He last sailed for Horizon Lines as third mate on the *Horizon Anchorage*.

Alan Rosenberg, shipping out of San Juan. He last sailed for Horizon Lines as third mate on the *Challenger*.

Winfield W. Stratton, shipping out of New Orleans. He last sailed for AHL Shipping Co. as chief engineer on the *New River.*

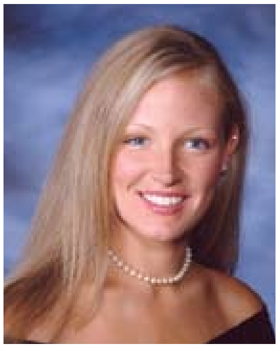
Andrew A. Wargo, shipping out of Los Angeles/Long Beach. He last sailed for Maersk Lines Limited as second mate on the *Sealand Lightning*.

Gordon S. White, shipping out of San Francisco. He last sailed for Matson Navigation Co. as third mate on the *Mokihana*.

David Williams, shipping out of Tampa. He last sailed for E-Ships as master of the *MV Enterprise*.

2005-2006 **SCHOLARSHIPS**

Each year, the MM&P Health & Benefit Plan awards scholarships to six dependents of Offshore members 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 2005-2006 scholars.



Stefanie Mitchell

Stefanie Mitchell, daughter of Captain Peter and Marci Mitchell, graduated seventh in her class of 500 from Wando High School in Mount Pleasant, S.C. She was a member of the National Honors Society and the National Math Honorary Society, as well as secretary of Mu Alpha Theta. She was captain of the varsity tennis team, which won its first 4A State Championship under her leadership. She has been a volunteer for Habitat for Humanity and the local hospital, and served as an acolyte leader at church. She is now at Clemson University Honors College, focusing on pre-medical studies, languages and international health. Stefanie thanks her parents for their encouragement and support. She specifically remembers a trip with her father on a cargo vessel as a motivating factor in her life. "Traveling with my dad on his ship gave me a chance to see him in action and it has challenged me to find a calling that provides me with the same satisfaction and fulfillment that he receives from his job on the high seas."

Caitlyn F. Garvan

Caitlyn F. Garvan was vice president of her high school class. She is an avid soccer player and an active member of her community. She was president of the local Leadership, Experience and Opportunity Lion's Club branch and a mediator in her middle school diversity group, which helps students solve problems. She was awarded the President's Volunteer Service Award. She has recently worked three jobs simultaneously: at a gym daycare, a local ice cream shop and as an office assistant. Caitlyn attends Bentley College, where she majors in business finance. Her father, Steven J. Garvan, has been a member of MM&P since 1978. He sailed on the *Sealand Developer* for over 16 years, 12 of them as master.

(Scholarships, continued on page 22)

Where They Are Now

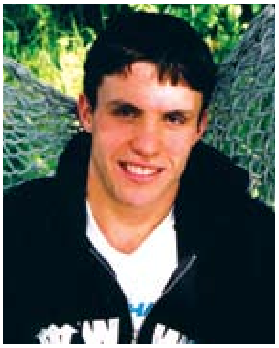
Dear Masters, Mates & Pilots,

My daughter, **Kristan Hoffman**, was the recipient of an MM&P scholarship in 1991. I have been an MM&P member since 1967. Kristan graduated from the University of Richmond with a triple major in economics, political science and women's studies. She was inducted into Phi Beta Kappa in 1995. At graduation, she received the Clarence J. Gray Award for four years of excellence in scholarship.

Kristan went on to Rutgers University in Camden, N.J., earning a master's degree in public administration. Because of her academic record, she was chosen for the Presidential Management Intern Program at Rutgers. Upon graduation she accepted a position in the Veterans Administration's National Service Life Insurance Department. Today she is an executive insurance specialist. She and her parents greatly appreciate the financial assistance Kristan received from MM&P. I wanted you to know that Kristan used the money in a very positive way.

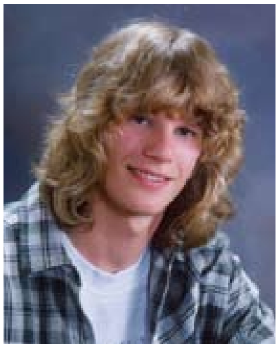
Sincerely,
William Hoffman

2005-2006 **SCHOLARSHIPS**



John McCallen

John McCallen is attending Stanford University, where he is focusing on biology and Spanish and is a member of the varsity men's swim team. John has been swimming competitively since he was nine years old. He has been attending national level meets since the age of 15 and hopes to participate in the 2008 Olympic Trials. His father, a retired member of MM&P, worked for Matson and American President Lines. John says, "I learned from my father to focus on a job and finish it well."



Barry Nicholas Costanzi

Barry Nicholas Costanzi, a graduate of Buffalo High School in Buffalo, Minn., is a student at St. Olaf College. Before entering college, he was named a National Merit Scholar Finalist. Although he has yet to decide on a major, he is interested in physics, mathematics and music. In his spare time he enjoys playing the piano, the guitar and the didgeridoo. He expresses gratitude to his father, Captain Barry Costanzi of the *Horizon Enterprise*, for sacrificing time with his family in order to support them. Barry adds, "Thank you again for bestowing this scholarship on me: it's quite an honor and will help tremendously in my education."

Chris Spencer

Chris Spencer is now studying biochemistry at University of California, Santa Cruz. In high school he ran cross country and track for four years and helped his team win the All-City Championships. He was the director and founder of Gorilla Hair Productions, an amateur film production team. He was president of the bike club and worked as a bike mechanic. His volunteer work includes charity events, trail maintenance and bike races. USA Cycling has hired him to work as a coach/mechanic/mentor/counselor at the Western Regional Development Cycling Camp at University of California, Santa Cruz. He will also be employed as a mechanic at a local bike shop. One of Chris's fondest memories was traveling on the *APL Korea* from Seattle to Los Angeles with his father, Robert Spencer, now a pensioner.

Whitney Johnson

Whitney Johnson graduated Seminole High School with honors. She is now majoring in biomedical engineering at Georgia Institute of Technology. Whitney is a member of the Alpha Chi Omega and of the school sponsored cheering section, the Swarm. In high school she was president of the National Honor Society and secretary of the French Honor Society. Her father, Captain Walter Johnson, joined MM&P in 1969 and retired in 1996, last sailing as chief mate on the *Sealand Producer*. Whitney is honored to receive the scholarship and wants to express her gratitude to the entire MM&P membership.

Cross'd the Final Bar

Ernie Bodden, 41, died Oct. 18, 2005. A resident of Gretna, La., he last sailed for Patriot Contract Services as an engineer on the *USNS Piliaau*. He enjoyed karate, watching movies and playing checkers.

Jack Butler, 81, died Nov. 3, 2005. A pensioner since 1995 and a resident of Slidell, La., he last sailed for Waterman Steamship Company as third mate on the *SS Stonewall Jackson*.

William A. Depping, 81, died Nov. 2, 2005. A resident of Las Vegas, Nevada, and a pensioner since 1987, he last sailed for US Lines Inc. as master of the *SS American Lynx*. He grew up during the Depression and served in the Pacific in World War II. His love of travel took him to destinations in the Caribbean, Hawaii, Europe and Canada. He is survived by his wife of almost 50 years and a brother.

Oswald A. Dudley, 88, died Oct. 4, 2005. A pensioner since 1983 and a resident of Virginia Beach, Va., he last sailed for Puerto Rico Marine Management as master of the *SS Caguas*. He was a member of AF&AM, Norview Masonic Lodge 113, the Scottish Bodies and the Khedive Corvettes. In 2000, he was named Volunteer of the Year by the Virginia Beach Schools. He is survived by: a son, John D. Dudley; a daughter, JoAnn Dudley Poston; and four grandchildren.

Michael Fanning, 65, died Oct. 28, 2005. A resident of Pensacola, Fla., he had been a pensioner since 2003. After 25 years with the Panama Canal Commission and service as master of the *Noonday*, he worked as a marine consultant, pilot and port captain, as well as chief of operations and chairman of the Board of Local Inspectors. He is survived by: his wife, Heidi; daughter, Nicole; and a son, Mark.

Edward Fiedler, 81, died Sept. 11, 2005. A resident of Crane Hill, Ala., and a pensioner since 1988, he last sailed for Waterman Steamship Co. as third mate on the *SS Stonewall Jackson*. He loved woodworking, fishing and gardening. He is survived by: his wife, Marian; three grandchildren; and three great-grandchildren.

Ted Filipaw, 77, died Nov. 10, 2005. Orphaned at five, Ted was raised by his godmother. In 1944, at age 17, he left Detroit for Sheepshank Bay, N.Y., hoping to ship out in the merchant marine and do his part in World War II. His life at sea began in a ship's galley as a dishwasher and messman. He became a member of the Sailors' Union of the Pacific in April 1945 and a member of MM&P in 1972, maintaining both union affiliations for the rest of his life. After work as an able-bodied seaman and some brief officer assignments aboard APL and American Mail Line ships, he went to work for Gypsum Carriers, rising from third mate to become master of both the *Ocean Carrier* and the *Harry Lundberg*. In 1972, he received his commission as a San Francisco Bar Pilot and served in that capacity until retiring in May 1997. A great shipmate, he will always be remembered for his kindness, generosity, social conscience, steadfast support of the American labor movement and sense of humor.

Daniel Gallagher, 87, died Nov. 4, 2005. A resident of Cocoa Beach, Fla., and a pensioner since 1987, he last sailed for Puerto Rico Marine Management Inc. as master of the *SS Atlantic Spirit*. He enjoyed fishing, boating and reading. He is survived by: his wife, Shirley; two daughters, Kathleen and Maureen; and three sons, Daniel, Kevin and John.

Cross'd the Final Bar

Warren R. Griffith, 86, died Sept. 15, 2005. A pensioner since 1980 and a resident of Willis, Texas, he last sailed for Marine Transport as third mate of the *Marine Chemist*. He enjoyed cattle farming, church community work and membership in the Masonic Lodge. He is survived by: a daughter, Diane; two granddaughters; and three great-grandchildren.

George Irmler, 93, died Oct. 18, 2005. A resident of Chestertown, Md., and a pensioner since 1964, he last sailed for US Lines Inc. as master of the *SS American Lancer*. He is survived by two sons, Peter and Kenneth, and four grandchildren.

John H. Kilpack, 84, died Oct. 23, 2005. A resident of Pembroke, Fla., and a pensioner since 1988, he last sailed for American President Lines as master of the *President Taft*. He is survived by his wife, Vanessa and two daughters, Joanne and Julie.

Gunnar Kryger, 83, died Nov. 1, 2005. A pensioner since 1984 and a resident of Ayden, N.C., he last sailed for US Lines Inc. as second mate on the *American Accord*.

John Edmund McGrane, 85, died Nov. 6, 2005. A resident of Citrus Springs, Fla., and a pensioner since 1977, he last sailed for Amoco Shipping Inc. as third mate on the *SS Amoco Delaware*. In his free time, he loved to golf. He is survived by: his wife, Sandra; son, Mike; two daughters, Susan and Kate; six grandchildren; and three great-grandchildren.

John E. Moss, 78, died Sept. 29, 2005. A pensioner since 1998 and a resident of New Orleans, La., he last sailed for Sulphur Carriers as chief mate on the *Sulphur Enterprise*.

Hans Nettelblad, 84, died Oct. 5, 2005. A resident of Clinton, Mo., and a pensioner since 1984, he last sailed for Delta Steamship Company as second mate on the *Delta Viento*. He is survived by: his wife of 34 years, Nancy Nettelblad; a son, Hans; and two daughters, Adelia and Mary.

Edward Phillips, 67, died Sept. 19, 2005. A resident of Ormond Beach, Fla., and a pensioner since 1996, he last sailed for Puerto Rico Marine Management as third mate of the *SS Humacoa*. He enjoyed watching sports and attending his grandchildren's sporting events. Eight grandchildren survive him.

Pasquale Polletta, 93, died Oct. 8, 2005. A pensioner since 1965 and a resident of Barrington, N.H., he last sailed for Moore McCormack Lines as chief mate on the *Robin Locksley*. He enjoyed painting, reading and coaching track at the local high school. Numerous grandchildren and great-grandchildren survive him.

Miguel Humberto Rivera, 22, died Feb. 10, 2005. A resident of San Francisco, Calif., he last sailed for Blue and Gold Fleet.

Melvin F. Schodt, 86, died Oct. 19, 2005. A resident of Erie, Pa., and a pensioner since 1980, he last sailed on the *Great Lakes Fleet* for U.S. Steel Corporation.

William Schoonmaker, 77, died Oct. 31, 2005. A resident of Izmir, Turkey, and a pensioner since 1986, he last sailed for Prudential Lines as third mate of the *Lash Atlantico*. An avid reader, he was particularly interested in texts about steamboats.

Edwin J. Shuttleworth, 86, died Oct. 19, 2005. A pensioner since 1981 and a resident of Cliffwood, N.J., he last sailed for Farrell Lines as master of the *Export Champion*. He is survived by his wife Irene, daughter Carol, and two sons, Edwin and James.

George Tamulaitis, 80, died March 8, 2005. A pensioner since 1981 and a resident of Freeport, N.Y., he last sailed for Delta Steamship Lines, Inc. as second mate on the *Santa Isabel*.

John E. Tonningsen, 85, died Oct. 27, 2005. A resident of Alameda, Calif., and a pensioner since 1981, he last sailed for Sealand Service Inc. as third mate on the *Sealand Freedom*. A half sister, Patricia, and a half brother, Duncan, survive him.

Landon Walcott, 88, died July 28, 2005. A resident of Gainesville, Fla., and a pensioner since 1982, he last sailed for Farrell Lines Inc. as third mate on the *Argonaut*.

William W. Williams, 77, died Sept. 20, 2005. A pensioner since 1999 and a resident of Atlanta, Ga., he last sailed for Central Gulf Lines as second mate on the *Green Valley*.

Arthur R. Wood, 62, died Sept. 18, 2005. A pensioner since 2000 and a resident of Mililani, Hawaii, he last sailed for Matson Navigation as second mate on the *Matsonia*. His wife, Dallis, and a grandson survive him.

Jerry L. Woodsworth, 47, died July 27, 2005. A resident of Bay Village, Ohio, he last sailed for Grand River Navigation.

Thomas W. Young, 75, died Sept. 10, 2005. A pensioner since 1994 and a resident of Bay St. Louis, Miss., he last sailed for Waterman Steamship Lines as third mate on the *SS Houston*.

On-the-Job Accidents Claim Lives of Two Pilots

David Lyman, 62, an MM&P member for over 40 years and a past president of the Hawaii Pilots Association, died Jan. 27 of injuries sustained after falling off a ladder while disembarking from the cruise ship *Island Princess*, which he had just finished guiding out of Nawiliwili Harbor. Earlier in the month, pilot Kevin Murray, 50, died after falling into the water in rough weather while trying to transfer to the pilot boat *Chinook* from an outgoing freighter he had just guided across the Columbia River bar. The deaths of two seasoned professionals in such a short period of time underlines the risks inherent in the pilot's job.

Lyman, who despite the demands of his career also found time to serve on the board of the Hawaii Maritime Museum, narrate harbor tours and dedicate endless hours to teaching local children about boats, was remembered by friends and colleagues for his calm professionalism, generous nature and dry sense of humor. He sported a handlebar mustache and typically wore a straw hat.

Well over a thousand people attended his funeral.

Lyman's ashes were scattered from the Hawaii Pilots Association No. 1 pilot boat in a ceremony during which helicopters dropped clouds of flower petals. Besides the Hawaii Pilots and their families, the flotilla counted the participation of MM&P pilots from every state group, as well as other family and friends sailing kayaks, canoes, private yachts, tugs, harbor taxis and a fireboat.

Lyman is survived by wife Laurie Ikehara-Lyman, son Belden, daughters Rebekka and Danielle, brothers Kimo and Daniel, and sister Marion Lyman-Mersereau.

Thousands of mourners in dozens of vessels participated in pilot David Lyman's funeral flotilla.

Make Your Voice Heard in Washington

The MM&P Political Contribution Fund Is Your Voice in Washington

U.S. maritime jobs depend on MM&P's work in Congress and the Administration. Make sure that your interests and those of your fellow merchant mariners receive the attention they deserve in Washington, D.C.

The MM&P Political Contribution Fund Works for You

Supporting the MM&P Political Contribution Fund (PCF) is a direct way to support your own interests: Consider an annual donation of $100 or more.

Make your contribution today by visiting the Members Only section of the MM&P website at www.bridgedeck.org. If you're already registered on the site, just log in. If you're not registered, follow the simple directions to gain access. Then, on the drop-down menu, select "Make a PCF Contribution." Fill in the information and choose from among the gifts appropriate to your contribution level.

The names below represent a partial listing of active and retired MM&P members who have voluntarily contributed $100 or more to the MM&P PCF in the past year.

Commodores Club recognizes contributions of $500 or more.
Captains Club recognizes contributions between $250 and $499.
Contributors level recognizes contributions between $100 and $249.

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Glen P. Banks
Robert C. Beauregard
Theodore E. Bernhard
Timothy A. Brown*
In Memory of
Charlie Darley
Jeff G. Cowan
Robert Darley
In Memory of
Charlie Darley
Walter R. Day *
Steven J. Demeroutis
Raymond F. Dwyer *
Edward W. Green
John B. Harris
Harold J. Held
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Robert B. Lamb
Lawrence T. Lyons
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Sean T. McNeice
Paul F. McQuarrie
Jared C. Myregard
Paul H. Nielsen
Joseph O. O'Connor *
Richard M. Plant
George A. Quick
Michael A. Rausa
Karen A. Reyes
In Memory of
Charlie Darley
John F. Schmidt
Jack Slier
Thomas E. Stone
Donald G. Thomas
Stanley M. Willis

* These active and retired members have contributed $1,000 or more.

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Constatine Afanasief
Michael S. Anapol
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David E. Behr
John E. Belcourt
Charles T. Beresheim
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Freedom Dennis
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Dramatic, colorful prints of the steamboat *Seawanhaka* are being offered for sale to benefit MM&P's Political Contribution Fund. (*Above*) Artist Brian Hope with MM&P International President Timothy Brown. Hope has signed a limited number of the prints to be sold for the benefit of the union's PCF. The $40 cost of each print includes shipping, handling, and a brief history, on parchment, of the union's dramatic origins in the fire aboard the *Seawanhaka*. Capt. Hope sailed in the Vietnam Sealift and with U.S. Lines before joining the Association of Maryland Pilots. His paintings hang in museums, businesses and private homes. To obtain a colorful print and further the interests of our nation's merchant mariners, contact MM&P Asst. Comptroller Beverly Gutmann by phone (410-850-8700, ext. 11), fax (410-850-8384) or e-mail (bgutmann@bridgedeck.org).

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Employee Service Awards Dinner for MITAGS–CCMIT

MITAGS–CCMIT, in conjunction with the Maritime Advancement, Training, Education & Safety (MATES) Program, held its First Annual "Employee Service Awards" Banquet on Feb. 3. The event recognized the continuing loyalty and hard work of the staff, consultants and vendors who keep the institute and conference facilities running smoothly. Glen Paine, executive director of MITAGS/PMI and CCMIT, presented employee service awards for 5, 10, 15, 20, 25 and 30 years of service. They included bronze, silver, gold and platinum pins; logo watches; crystal plaques; and crystal sailboat clocks. Retirees were also honored at the event. A special award was also presented to Thomas Nolan, Computer/ECDIS Consultant, for his hard work and dedication.

Five Years at MITAGS

(Left to right) Debbie Walton, Darlene Rubenstien, Brandi Smith, Glen Paine, Dinah Vargo, Alice Robinson, Elizabeth Lambert, Margie Koehlerschmidt, Gene Carlson, Madison Fulwood, Early Bryant, Walt Megonigal and Pablo Rodriguez.

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