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The Master, Mate & Pilot

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



MM&P Vice President George Quick Honored by IMO

**Federal Appeals Court Decides
Important Case in Favor of MM&P**

**Omnibus Law Addresses
Sexual Assault/Sexual Harassment in Maritime**





The Master, Mate & Pilot

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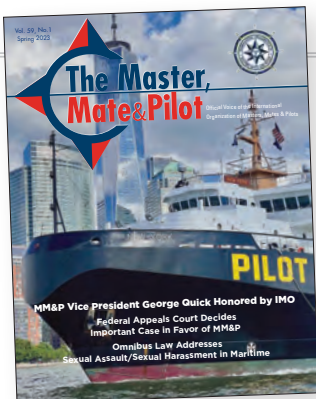
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About the Cover

New York, the United NY/NJ Sandy Hook Pilots Station Boat, entered service in March 2022. It replaced the previous station boat, which had served pilots and the industry since 1972. At 208 feet in length and with a beam of 44 feet, the new *New York* is slightly larger than its predecessor.

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FROM THE PRESIDENT

Sea Change

Union Sisters & Brothers:

Recently I had the honor of accompanying Pilot Membership Group Vice President George Quick to the meetings of the International Maritime Organization (IMO) in London. The meetings were the 9th Session of the Sub-Committee on Human Element, Training and Watchkeeping, and the subject at hand was the comprehensive review of the 1978 Standards of Training, Certification and Watchkeeping for Seafarers (STCW). MM&CP participated as part of the delegation of the International Transport Workers' Federation.

The event was notable for several reasons. First, George Quick was honored at the plenary session of the IMO for his outstanding contributions to the safety and well-being of seafarers. As an expert and incisive voice at the IMO since 1974, it is with great pride that we celebrate George Quick as one of our own. After the meetings, George, along with other members of the ITF delegation as well as Mayte Medina, chair of IMO's Maritime Safety Committee and chief of the Office of Merchant Marine Credentialing at the U.S. Coast Guard, met with IMO Secretary-General Kitack Lim. Secretary-General Lim presented George with a certificate of appreciation and sat down with him to discuss the evolution of training and maritime regulation during George's many years of active participation in the IMO.

While the only certainty is change itself, George expressed his long-held conviction that the regulatory changes that accompany new technology should be structured to enhance working conditions for mariners, not to de-skill them or render them redundant to the detriment of maritime safety. As one of the world's leading experts in international maritime regulation, maritime and pilotage law, not to mention an expert pilot with over forty years of experience as a Maryland Pilot, George speaks on behalf of all seafarers. He is a true sage and a mentor for countless members of our union. *(Please see more information on page 4.)*

The recent IMO meetings were notable for another significant development: the drafting of Sexual Assault and

Sexual Harassment (SASH) prevention training into the STCW Code. The U.S. delegation to the IMO was very forthright on this need. This view was shared by many other national delegations. Beyond training, the IMO will be working with the International Labor Organization (ILO) in Geneva to build a safe, respectful workplace for all mariners, regardless of gender, sexual orientation, race, religion, ethnicity, or any other social identity.

There is a certain irony that this effort by the United States delegation in London is not matched by similar efforts in Washington, D.C., to ratify either the ILO's Maritime Labor Convention or ILO Convention 190 ("Eliminating Violence and Harassment in the World of Work"). ILO Convention 190 condemns violence and harassment, including gender-based violence and harassment in *all* workplaces—not just those at sea. It would be a welcome development and demonstration of sincerity on the part of the U.S. government and Congress to see an effort made to join the rest of the developed world in ratifying this Convention as well as the Maritime Labor Convention.

Regardless of ongoing efforts in London and Geneva, all mariners aboard U.S.-flag ships should understand that bullying, sexual harassment, and sexual assault will not be tolerated. I believe our industry is experiencing an "Exxon Valdez moment." Those of us who experienced the regulatory fallout from the massive Exxon Valdez oil spill of 1989 will recall that not long afterwards, hardcore drug and alcohol abusers faded from the ranks of the merchant marine. The same should happen in the case of bullies and sexual harassers. There is no place for this behavior aboard ship.

New federal legislation governs the issue of SASH aboard U.S.-flag vessels. While the regulations have yet to be



continued on page 2

developed, the law enacted by Congress on Dec. 15, 2022, as part of the National Defense Authorization Act (S.1605) states the following:

Sec. 11609. Requirement To Report Sexual Assault and Harassment.

Section 10104 of title 46, United States Code, is amended by striking subsections (a) and (b) and inserting the following:

“(a) Mandatory Reporting By Responsible Entity of a Vessel

(1) In General.—The responsible entity of a Vessel shall report to the Commandant any complaint or incident of harassment, sexual harassment, or sexual assault in violation of employer policy or Law of which such entity is made aware.

(2) Penalty. — A responsible entity of a Vessel who knowingly fails to report in compliance with paragraph (1) is liable to the United States Government for a civil penalty of not more than \$50,000. (Emphasis added).

...

Given that the term “responsible entity of the vessel” includes the master, all masters should be put on notice. There will be no leeway. These and many other provisions including follow-up reporting, video and audio surveillance, the possession and consumption of alcohol at sea and periodic U.S. Coast Guard audits are part of the new law. Further, new training requirements pertaining to prevention, bystander intervention, reporting, response, and conducting investigations are to be incorporated into the company’s Safety Management System. Such matters as due process under the new law, particularly with regard to the suspension and revocation of merchant mariners’ credentials and licenses, are disturbingly vague. The standard of evidence in suspension and revocation proceedings is to be “by a preponderance of the evidence.”

While more specifics remain to be developed in the regulations that will follow this legislation, the U.S. Coast Guard made intentions clear in Marine Safety Information Bulletin (MSIB) Number 1-23, issued on Feb. 9, 2023. This bulletin outlines the U.S. Coast Guard’s investigative process

for sexual misconduct. It is worth repeating that in line with the above legislation, the *MSIB requires the “owner, master or managing operator, to report any complaint or incident of harassment, sexual harassment or sexual assault to the Coast Guard that violates company policy.”*

It is reasonable to wonder what resources the Coast Guard will have available to respond to, investigate, adjudicate, and audit any such complaint that violates company policy. One thing we can be certain of is that company policies and company Safety Management Systems will be overhauled to ensure that the buck will stop with the vessel’s master, no matter what the underlying ethic or culture of a particular company may be.

As an organization, MM&P is making every effort to build a respectful maritime workplace. Changes in our Constitution, Work Rules, the establishment of our Women’s Caucus Committee (WCC), our published resource materials, the WCC warmline, the creation of a MARAD-approved training course by MITAGS and full support of MM&P’s leadership reflect this commitment. We hope that this commitment will be shared by our employers. An obvious first step would be for all marine employers to provide adequate internet capability so that crew members can reach out to authorities ashore for help when needed.

No doubt elaborate, comprehensive policies will be implemented to shield the company from liability, but cultures aboard ship are often derivative of management cultures ashore. Leadership from employers ashore means more than cutting and pasting new requirements into the ship’s Safety Management System.

For example, the duties and responsibilities required for the carriage of cadets under MARAD’s “Every Mariner Builds a Respectful Culture” (EMBARC) are extensive. Oversight of EMBARC requirements, no less than the new obligations arising under the NDAA, multiply the potential legal liability of senior vessel officers, most notably the master. A respectful culture should be built for all crew members. This means that company policies must take into account the workload of the officers held responsible for enforcing company policy and U.S.C.G. regulations.

There was a time when pursers and day-working chief mates freed-up the master to do his or her job. Aboard most vessels, this is no longer the case.

At the same time that the IMO and the Coast Guard are implementing new rules pertaining to SASH prevention, consideration must be given to enforcing existing national and international work/rest requirements and verifying “minimum safe manning.” A prerequisite for prioritizing safety and building a respectful workplace is that there be sufficient crew on board to carry out the required work while at the same time allowing each crewmember to get the required amount of rest in a 24-hour day. More regulations, company policies and perfunctory Safety Management System administrative duties may shield companies from liability. However, without sufficient crew available to accomplish these tasks, the result will be a more cynical workplace and a more austere life aboard ship. This will further inhibit creation of a shipboard culture that encourages recruitment and the growth of a more diverse workforce.

Building a respectful workplace and advancing workforce diversity require an investment in human resources. Having sufficient personnel aboard ship to do their jobs is the first step in this process. MM&P calls for all U.S. vessel operators to follow the IMO’s principles of Minimum Safe Manning and for the U.S. Coast Guard to enforce their own regulations on this subject as well as their regulations on work hours and rest periods. This would be a first step in building a respectful culture.

With that in mind, while ships’ masters must enforce the new NDAA and EMBARC legal requirements regarding SASH, vessel owners and operators must be required to assess and provide safe manning and comply in good faith with work/rest hours requirements. The U.S. Coast Guard must allocate the necessary resources to get this done.

As championed and drafted in part by our own Captain George Quick and implemented as far back as Nov. 30, 2011, Annex 2, (“Guidelines for Determination of Minimum Safe Manning”), Section 1.1, of IMO Assembly Resolution A. 1047(27) states the following:

- 1.1 The minimum safe manning of a ship should be established by taking into account all relevant factors, including the following:
 - .1 size and type of ship;
 - .2 number, size and type of propulsion and auxiliaries;

- .3 level of ship automation;
- .4 construction and equipment of the ship;
- .5 method of maintenance used;
- .6 cargo to be carried;
- .7 **frequency of port calls, length and nature of voyages to be undertaken;**
- .8 trading area(s), waters and operations in which the ship is involved;
- .9 **extent to which training activities are conducted on board;**
- .10 degree of shoreside support provided to the ship by the company;
- .11 **applicable work hour limits and/or rest requirements; and**
- .12 the provisions of the approved Ship’s Security Plan (*Emphasis added.*)

A ship trading in a service with frequent port calls and employing a watch-standing chief mate will almost invariably be a vessel that lacks minimum safe manning and will be in violation of the hours of rest requirements. In this situation, which is endemic in our industry, administrative duties and personnel management, the traditional purview of the day-working chief mate (or purser), will fall to the master. There are limitations to the operational, administrative, and legal burdens that a master can be expected to bear. Absent sufficient supporting personnel, maintaining the type of oversight, training and record-keeping required under the new, strict liability SASH legislation will be haphazard, at best.

All MM&P members must treat their shipmates with due respect and consideration and actively oppose all forms of bullying, harassment, and discrimination (as per our Constitution and Work Rules), accept these new regulations with the utmost seriousness, and invest in comprehensive license insurance.

Sincerely & fraternally,

Don Marcus
International President

MM&P Vice President George Quick Honored by International Maritime Organization

MM&P Pilots Group Vice President George Quick was recognized in February by the International Maritime Organization for five decades of service to the international maritime community. The IMO is the London-based United Nations organization with the responsibility for the regulation of international shipping.

In a packed auditorium, IMO Secretary-General Kitack Lim presented Quick, who has been vice president of the MM&P Pilots Membership Group since 1982, with a certificate of recognition.

“Since his first meeting nearly 50 years ago, Captain Quick has attended well over 100 IMO meetings, where he has substantially contributed to the drafting and amendment of many IMO instruments, resolutions, and other standards that have contributed directly to the safe and environmentally responsible operation of world shipping and the welfare of seafarers around the globe,” Lim said.

“He has been an unwavering advocate for seafarers’ rights.”

Quick has served on numerous IMO working and drafting groups that have dealt with issues including: maritime security; guidelines for training, certification, and operational procedures for maritime pilots; manning and fatigue; and the regulation of technology, such as AIS, ECDIS, VTS, VDR, INS, and IBS.

Most recently, he has served on the International Transport Workers’ Federation delegation to the IMO, participating in the deliberations of the ITF Maritime Safety Committee Steering Group and other committees that regulate international shipping, including its Subcommittee on Standards of Training, Certification and Watchkeeping and its Subcommittee on Navigation Safety.

He was a founding member of the International Maritime Pilots’ Association and served as IMPA’s first IMO representative.

“While his contributions to the work of this Organization have been substantive and substantial and cannot be overstated, his



During the IMO meetings in February, Kitack Lim, secretary-general of the International Maritime Organization, presented MM&P Pilots Group Vice President George Quick with an award in recognition of his “continuous and expert service.” Quick has participated in IMO deliberations since 1974.

personal impacts on countless delegates, both past and present and including many people in this room today, represent his real legacy,” Lim said.

“He has been a mentor and role model to so many women and men who will continue to carry forward the important work of the Organization.”

“Captain Quick has made the Organization better and more effective, and he has helped to ensure its future is in good hands.”

“On behalf of IMO, the Secretariat, and all of the delegations, thank you Captain Quick for your years of dedicated, committed and extremely effective service to this Organization and to seafarers around the world.”



Quick with ITF delegates. (*Back row, standing left to right*): Sergey Aysinov, Odd Rune Malterud, Branko Berlan (*chair*), Christian Spain, Don Marcus, Sang-hee Lee, and Alaina Basciano. (*Seated, left to right*) Tracey Mayhew, Quick, and Gina Kim.

Quick has served most recently as a member of the International Transport Workers’ Federation delegation to the IMO. He has also represented the International Maritime Pilots’ Association at the IMO.

Federal Appeals Court Decides Important Case in Favor of MM&P

The U.S. Court of Appeals for the D.C. Circuit has issued its decision in the case of International Organization of Masters, Mates & Pilots, AFL-CIO v. NLRB. The case represents a major victory for MM&P and any other union with bargaining units that may contain supervisors.

The case arose out of the unfair labor practice charges filed by MM&P against Sunrise Operations/Pasha during the protracted negotiations and litigation that preceded the agreement between the union and the company. In the trial over the unfair labor practice charges, the administrative law judge found in favor of MM&P, ruling that the company had committed the unfair labor practices alleged and that the bargaining unit represented by MM&P was a “mixed” unit of employees and supervisors.

The National Labor Relations Board then held that it lacked jurisdiction over the unit because when the company agreed to recognize the union, it allegedly “believed” all licensed deck officers were “supervisors.” MM&P appealed the NLRB’s decision to the U.S. Court of Appeals for the D.C. Circuit.



MM&P President Don Marcus, Attorney Lisa C. Demidovich, who argued the case on behalf of MM&P, and MM&P International Counsel Gabriel Terrasa at the U.S. Court of Appeals for the D.C. Circuit on the day the case was argued. The Court’s March 3 ruling represents a major victory for MM&P and any other union with bargaining units that may contain supervisors.

The case caps a 20+ year effort by MM&P and its Legal Department to fight employers who try to strip away the bargaining rights of licensed deck officers by claiming they are all supervisors and therefore not protected by the National Labor Relations Act.

In a strongly worded opinion issued on March 3, a three-member panel of the Court vacated the NLRB’s decision, holding that it was contrary to well-established precedent and unsupported by the facts of the case. The Court remanded the case to the NLRB, instructing it to re-decide the case applying the facts and the law.

Had the NLRB’s decision stood, employers with mixed units would have been able to renege on their bargaining obligations and the unions representing employees would not have had legal recourse.

“This is a critical victory in a long and hard-fought battle to preserve MM&P members’ jobs,” said MM&P President Don Marcus. “It is a testament to the great skill of our legal team, led

by Gabriel Terrasa, and the steadfast support of our rank-and-file members.”

“Our members have shown unity throughout this struggle to protect our jobs,” said MM&P Pacific Ports Vice President J. Lars Turner. “Our legal team continues to meet each challenge with dedication. This is another example of MM&P’s continuous efforts to represent the membership and preserve our work.”

The case caps a 20+ year effort by MM&P and its Legal Department to fight employers who try to strip away the bargaining rights of licensed deck officers by claiming they are all supervisors and therefore not protected by the National Labor Relations Act.

Lisa C. Demidovich argued the case on behalf of MM&P. She was joined on the brief by Jason Wojciechowski and Luke Taylor of Bush Gottlieb. Catherine Fisk, a labor law professor at the University of California, Berkeley, School of Law, filed an amicus brief with other law professors across the country in support of MM&P’s position.

Alaska Ferries To Get Massive Funding Infusion From Feds and State

The administration's decision to award millions of dollars in grants to the Alaska Marine Highway System is cause for celebration. Among those who came together to mark the success of efforts at the federal and state level to generate new funding for the ferry system were: (left to right) Eric Winge (MEBA); Ron Leighton (Southeast Alaska Pilots' Association); Jeff Logan (SEAPA legislative advocate); Barry Olver (SEAPA); Alaska State Representative Louise Stutes; and MM&P Alaska Representative Mike Murray.



MM&P and the Southeast Alaska Pilots' Association joined other members of the Southeast Conference, the regional economic development organization for Southeast Alaska, to celebrate the administration's decision to award \$286 million to the Alaska Department of Transportation to shore up the ferry system.

Licensed deck officers who belong to the MM&P United Inland Group–Pacific Maritime Region operate the ferries in the Alaska Marine Highway System.

“AMHS is facing considerable challenges regarding both their capital budget (vessel construction and preservation), and the operating budget, which includes staffing and fuel,” says MM&P UIG–PMR Vice President Dan Twohig. “The tight fiscal constraints imposed by previous administrations have taken their toll, and the marine highway was on the brink of collapse.”

“With this new influx of money from both the state and federal governments, AMHS is beginning to see the light at the end of the tunnel. This would not be possible without the continued efforts of MM&P leveraging our good relationships and lobbying efforts in the state capital and in Washington, D.C.”

Twohig says grassroots organizations such as the Southeast Conference have continued to educate the legislature on the need to support the ferry-dependent communities throughout the state.

“That effort has not fallen on deaf ears,” he said, adding that “MM&P will continue to have a seat at the Southeast Conference into the future.”

Alaska Sen. Lisa Murkowski, State Sen. Jesse Kiehl and State Rep. Louise Stutes were all instrumental in the government's decision to award the money to the AMHS, says MM&P Alaska Representative Mike Murray.

Alaska's Department of Transportation says it will use the money to build new ferries to replace or modernize older vessels and make critical dock upgrades in several communities.



MM&P UIG–PMR Vice President Dan Twohig, Alaska State Sen. Jesse Kiehl and former MM&P Alaska Representative Shannon Adamson. Kiehl has consistently been a strong advocate for the AMHS and Alaska's working families.



Adamson with Alaska Lt Governor Nancy Dahlstrom, Twohig and Murray. “With this new influx of money from both the state and federal governments, AMHS is beginning to see the light at the end of the tunnel,” Twohig says. “This would not be possible without the continued efforts of MM&P leveraging our good relationships and lobbying efforts in the state capital and in Washington, D.C.”

Crew of *USNS John Lewis* Rescues Man From Sinking Sailboat

The crew of the Military Sealift Command fleet replenishment oiler *USNS John Lewis* saved a man from a sinking sailboat roughly 200 nautical miles south of San Diego on Dec. 12.

The crew of the MSC vessel, the lead ship in the Navy's new class of 20 fleet replenishment oilers, changed course to undertake the rescue after being notified of the emergency.

The crew found the sailboat about seven miles away, adrift in 25-knot seas. Captain Dan Glazier told journalist Carl Prine of *Coffee or Die Magazine* that given the sea conditions, it was too risky to launch the small rescue boat.

The only option was to maneuver the 746-foot MSC vessel close enough to the sailboat—the *Mixelon*—for the skipper to climb the pilot ladder. Once aboard, the man received a medical exam, a hot shower, a meal, dry clothes, and transportation to San Diego, which was where the MSC ship was headed when it diverted for the rescue.

"I'm glad we were in the area and were able to help," Glazier said. He said the crew would normally have tried to tow the sailboat to San Diego, but in this case, the seas were too rough, so the decision was made to abandon it. To reduce the risk to navigation, the skipper turned on the solar-powered navigation lights so the sailboat could be seen at night by other ships. Before getting underway again, the MSC vessel notified the Coast Guard and other vessels of the sailboat's approximate position.

The licensed deck officers aboard *USNS John Lewis* are represented by the MM&P Federal Employees Membership Group.

MSC took delivery of *USNS John Lewis* in the summer of 2022. Like others in its class, it transports diesel and jet fuel, lubricating oils, and other crucial supplies, including fresh and frozen food and potable water, to warships at sea.



Aboard *USNS John Lewis* during the rescue were (left to right) Third Officer Jonathan Hall, Third Officer Tyler Landry, Captain Daniel Glazier, Navigator Dennis O'Brien, Chief Mate Tyler McSwain, Cargo Mate Todd Hollingworth and Third Officer Kevin Collins.

New Address for MM&P Cleveland Hall

The MM&P Cleveland Hall Has Moved

The MM&P union hall has a new address:
1285 Old River Rd., Cleveland, OH 44113.
The phone and fax number remain the same.
Phone: 216-776-1667
Fax: 216-776-1668



Omnibus Law Addresses Sexual Assault, Sexual Harassment in Maritime

The omnibus law enacted by Congress at the end of 2022 includes measures aimed at eliminating sexual assault and sexual harassment in the maritime industry. Some provisions are specifically aimed at protecting midshipmen at the U.S. Merchant Marine Academy at Kings Point. They include requirements that the maritime administrator establish:

- ◆ a system to track and store information regarding claims and incidents of sexual assault and sexual harassment;
- ◆ a student advisory board tasked with identifying “health and wellbeing, diversity, and sexual assault and harassment challenges” and other topics of importance to midshipmen on campus, off campus and aboard ships during Sea Year).

The law also requires the U.S. Transportation Secretary to establish a sexual assault advisory council that includes midshipmen, alumni, and governmental and nongovernmental subject-matter experts.

An attorney will be assigned to provide legal assistance to any USMMA midshipman who is the victim of an alleged sex-related offense.

The legislation also includes the following provisions:

- ◆ an individual convicted of sexual assault shall be denied a USCG license or merchant mariner’s document;
- ◆ an individual convicted of sexual harassment within a five-year period of applying for a merchant mariner’s license or USCG document shall be denied a license or merchant mariner’s document;
- ◆ a license or merchant mariner’s document may be suspended or revoked within five years of the commencement of a suspension or revocation proceeding in cases in which the holder is subject to an official finding of sexual harassment;
- ◆ a license or document shall be revoked within ten years of commencement of a suspension or revocation proceeding in cases in which the holder is subject to an official finding of sexual assault.

The law defines “official finding” as a legal proceeding or agency finding or decision that determines that the individual committed sexual harassment or sexual assault in violation of any law or regulation, or a determination, after an investigation by the Coast Guard that, by a preponderance of the evidence, the individual committed sexual assault or sexual harassment, provided the investigation affords appropriate due process rights to the individual.

The law states that an administrative law judge “shall review and affirm” any USCG determination leading to suspension or revocation of a license or merchant mariner’s document.

Additional provisions in the legislation require that:

- ◆ each berthing area include information on policies prohibiting sexual assault and harassment, retaliation, drug and alcohol abuse, as well as the procedures and resources needed to report incidents;
- ◆ the Coast Guard commandant enter into an agreement with the National Academy of Sciences under which the National Academy of Sciences will prepare an assessment to determine safe levels of alcohol consumption aboard U.S.-flag vessels engaged in commercial service;
- ◆ vessels engaged in commercial service with overnight accommodations for at least 10 individuals install and maintain a video and audio surveillance system no later than two years after enactment of the legislation or during the vessel’s next scheduled drydock, whichever is later.

The surveillance equipment must be placed in passageways on to which doors from staterooms open, ensuring the visibility of every door in each passageway. This measure stipulates that the record of video and audio surveillance “is not used as part of a labor action against a crew member or employment dispute unless used in a criminal or civil action.” In addition:

- ◆ the vessel must be equipped with a master key system that provides controlled access to designated crew only;
- ◆ the “responsible entity of a vessel” (defined as owner, master, or managing operator of a documented vessel engaged in commercial service, or the employer of a seafarer on such vessel) must “immediately” report to the USCG commandant any complaint or incident of harassment, sexual harassment, or sexual assault of which the entity is made aware.

Failure to report makes the entity liable to the U.S. government for a civil penalty of not more than \$50,000.

No later than 10 days after the first report, the entity is required to report to the USCG commandant on the steps taken after becoming aware of the incident.

A responsible entity that fails to comply with this requirement is liable for a civil penalty of \$25,000, plus an additional \$500/day for each day of noncompliance.

The total amount of a penalty with respect to a complaint or incident is limited to \$50,000 per violation.

Staten Island Ferry Crew Puts Training To Work When Fire Forces Evacuation

Five people sustained minor injuries and 868 were evacuated after a fire started days before Christmas aboard a Staten Island ferry traveling from Whitehall Terminal, Manhattan, to St. George Terminal, Staten Island.

The fire broke out aboard *Sandy Ground*, one of the Staten Island Ferry system's newly commissioned Ollis-class vessels, shortly after 1700 on Dec. 22. During the emergency, the ferry lost power and the 16-person crew—the majority of whom are represented by the MM&P Atlantic Maritime Group—sent out a call for help and dropped anchor at the Kill van Kull buoy. First responders from the New York Fire and Police departments rushed to the scene, along with good Samaritan vessels and other ferries.

As the *Sandy Ground* filled with smoke, frightened passengers were instructed to put on life vests before being transferred to other vessels.

“The crew responded with muscle memory and the skills from the training they took part in prior to assuming their positions on board,” said MM&P Atlantic Maritime Group Vice President Mike Riordan. “A fire that could have had a tragic outcome was safely extinguished in a shining example of what this crew is capable of.”

Investigators from the National Transportation Safety Board and the Coast Guard have not yet said what caused the fire. There is speculation that it may have developed because of a pinhole in the fuel filter that led to a stream of atomized particles igniting in proximity to the exhaust manifold.

The fire had been contained by the crew by the time first responders arrived, said FDNY Deputy Assistant Chief Frank Leeb. He said crewmembers had already sealed off access to the engine room and injected CO2 to extinguish the flames. “The crew acted as the crew was supposed to act,” Leeb said. “This is a long time of preparation and training.”



“A fire that could have had a tragic outcome was safely extinguished in a shining example of what this crew is capable of,” said AMG Vice President Michael Riordan.

2023 Great Lakes LAP Class



MITAGS welcomed participants in the 2023 Great Lakes LAP Class in February. (Left to right): Frank Leal (GRN), Christopher Booth (GRN), Carl Pourciaux (Interlake), Don Hixon (GRN), Jonathan Waldeck (GRN), Sean Rackstraw (GRN), Jeff Porinchok (GRN), Kyle Joyce (Interlake), Mike Fuqua (Interlake) and Christopher Edyvean (Instructor).

NEWS BRIEFS (CONTINUED)

Fly-In Offers Opportunity To Advocate for AMHS and the Jones Act

Dan Twohig, Shannon Adamson, and Alaska Congresswoman Mary Peltola were in Juneau in February for the AFL-CIO Fly-In.

“MM&P’s presence here is about workforce development,” Twohig said, “as well as getting a vessel replacement commitment for the aging AMHS fleet and an operational budget that includes funding the MM&P contract.”

Though most legislators were focused on how to allocate federal infrastructure funds, Adamson and Twohig seized the opportunity to discuss the importance of the Jones Act with Peltola, who has been the U.S. representative from Alaska’s at-large congressional district since September 2022.



UIG–PMR Vice President Dan Twohig and former MM&P Juneau Representative Shannon Adamson with Mary Peltola (center) during the AFL-CIO Alaska Fly-In.



MM&P and SUP Meet With Rep. Pramila Jayapal

MM&P Pacific Ports Vice President J. Lars Turner and Vince O’Halloran, Seattle branch agent of the Sailors’ Union of the Pacific, met recently at the Labor Temple in Seattle with Rep. Pramila Jayapal, who represents Washington’s 7th Congressional District. The three discussed the Jones Act and other issues of strategic importance to the U.S.-flag fleet, following a larger meeting with local labor leaders and the Martin Luther King Labor Council, on which Turner represents the maritime trades.

A Visit to the *MV Tazlina*

Third Mate Lucas Oswald (left) and Captain Zachary Forst welcomed MM&P United Inland Group–Pacific Maritime Region Vice President Dan Twohig (right) and Alaska Regional Representative Mike Murray aboard the *MV Tazlina* in January. The ferry is named after the Tazlina Glacier, located 43 miles north of Valdez. It is 280 feet long, seats up to 300 passengers and carries 53 standard vehicles.



Mariners From Grand River Navigation at MITAGS



Members of the MM&P United Inland Group—Great Lakes & Gulf Region were at MITAGS East in February for training. (Left to right) Norman Dinkins, Layne Doyle, Mario Heiney, Shawn Roundy, Shannon Christman-Kreps, Antonio Cummings and Drew Bosau.

Simulator-Based Training in Seattle for Incoming Washington State Ferries Mates



The Washington State Ferries training department is fielding 15 new mates before the spring season. One step in the process is assessing their navigation skills and situational awareness through on-board mentoring and use of the simulators at MITAGS West and the Seattle Maritime Academy. Current deck officers conduct the training and run simulations for new mates. Retired masters are brought in to conduct the assessments. In the photo are current and former WSF masters (left to right) Dakota Pedersen, Jamie Pelland, MM&P UIG—PMR Vice President Dan Twohig, Gabe Gaubert, Franky Caraska, Tim McGuire, and Doug Sowdon.



IBU member Dawn Smith in the simulator with mate candidate Ben Bowen and Tim McGuire.

Master of *USS Hershel “Woody” Williams* Reports on Humanitarian Mission to Türkiye

The crew of the *USS Hershel “Woody” Williams* delivered desperately needed humanitarian aid to survivors of the 7.8 and 7.6 magnitude earthquakes that struck Türkiye on Feb. 6. Master Joseph R. Darlak describes the mission in the following report.

“*USS Hershel ‘Woody’ Williams* (ESB-4) had just completed a northbound Suez Canal transit when we received orders to join the humanitarian assistance/disaster relief response efforts for Türkiye following the devastating Feb. 6 earthquakes. The ship has the third largest afloat flight deck in the U.S. Navy, and can accommodate all U.S. military rotary wing aircraft, making it a natural fit for potential relief tasking.

We proceeded to U.S. Naval Support Activity Souda Bay, Greece, to load relief materials which included cots, sleeping mats, blankets, clothing, furniture for child care, toiletries and other sanitary products. Once loading was complete, we sailed near Türkiye, where we were prepared to provide support to aviation assets and deliver relief materials at the request of the Turkish government.

On Feb. 20, Türkiye experienced a 6.2 magnitude earthquake which was felt onboard the ship 30 miles out to sea. Eight days later, we received word that relief organizations on the ground were ready to receive the material we were carrying. In the morning, we proceeded into port at Mersin, Türkiye, offloaded relief materials and returned to sea that afternoon.

The Civil Service mariners and military crew performed marvelously throughout the mission. I think everyone onboard took pride in the fact that the ship was ready when called and executed the mission flawlessly. There were also feelings of great satisfaction in the small role we played to provide relief following the disastrous earthquakes.



MM&P members aboard *USS Hershel “Woody” Williams*. (Left to right) Second Officer Joseph E. Moore, First Officer Denis V. Bondarenko and Captain Joseph R. Darlak. The photo on the bulkhead behind them is of *Hershel “Woody” Williams*.

This was my first visit to Türkiye, and although the stop was brief, I was impressed with the Port of Mersin. All port operations services were extremely professional, and the pier facilities are first rate.

U.S. Mission to Türkiye, USAID and Turkish government relief officials were ready on our arrival. Our materials were quickly sorted, loaded on trucks and they were on the way to the people who needed them before the ship took in lines.

I think this mission and its short-fuse planning and execution demonstrate the vast capabilities of the expeditionary sea base platform. The ship truly is a floating base. We can rapidly load materials and equipment for a wide range of mission sets and remain on station to provide services as required. The synergistic nature of the combined civilian and military crew brings tremendous seagoing experience, efficiency, and the ability to quickly adapt to a wide range of missions. The ESB platform has been in service for about seven years, and I believe we are only just beginning to realize the potential this extremely versatile ship brings to the fleet.”

The licensed deck officers aboard the *USS Hershel “Woody” Williams* are represented by the MM&P Federal Employees Membership Group.



Remembering Hershel Woodrow Williams

Hershel “Woody” Williams served in the Battle of Iwo Jima with the 21st Marines, 3d Marine Division. During the battle, he displayed “valiant devotion to duty” and service above self as he “enabled his company to reach its objective.” His actions, commitment

to his fellow service members, and heroism were recognized on Oct. 5, 1945, when he received the Congressional Medal of Honor from President Truman at the White House. For more, visit his Wikipedia page or the Woody Williams Foundation website.

PHOTO CREDIT: NAVAL HISTORICAL CENTER

Maersk Detroit's Port Call in Mumbai



When *Maersk Detroit* docked in Mumbai in December 2022, Chief Mate Brittany Bergmann led top managers of terminal owner JNPT on a tour. “The visitors were thrilled by our ship, by the warm welcome and by the very interesting tour of the bridge headlined by Chief Mate Bergmann,” Captain Vitaly Kuznetsoff said.



“Both MM&P and MLL were well-represented,” added Kuznetsoff, who is shown here with bosun Philip McGeoghegan, Bergmann and deck cadet Kenobi Kinch.

Visit to Panama

Anarelis Carlucci of the MM&P Membership Department traveled to Panama recently where she visited the offices of the MM&P affiliate Unión de Capitanes y Oficiales de Cubierta. UCOC represents tug captains and associated vessel personnel who work on the Panama Canal. “It was interesting to hear about the role of UCOC on the Panama Canal,” Carlucci said. (In the photo) Secretary-General Daniel Camazón, Carlucci, Southern District Affairs Secretary Danilo Berrio and Legal Counsel Azael Samaniego.



David Boatner To Receive Cal Maritime Alumni Award



David Boatner, who served as MM&P vice president Pacific Ports from 2011 to 2018, has been selected by the Cal Maritime Alumni Association to receive the Distinguished Alumni Award. The award honors those who have made noteworthy contributions to the maritime industry or Cal Maritime during their careers. Dave graduated from Cal Maritime in 1978 and joined MM&P immediately after graduating.

He sailed as chief mate and master aboard breakbulk, roll-on/roll-off vessels and containerships before coming ashore to serve as the MM&P West Coast ports agent, and then vice president.

An avid yacht racer, he is now racing a J-35 named *Rival*. In 2014, he was presented with the Southern California Yacht Racing Union's Yachtsman's Excellence award after achieving 19 Firsts, one Second, and one Third in 21 races. He has just completed his Commodore year at Ventura Yacht Club, where he is busy overseeing a large dock replacement project.

"CMA taught me leadership skills that have significantly helped me throughout my professional career and in my private endeavors," he says.

Dave will receive the award at the Cal Maritime gala on March 25. For more information about attending, search 2023 Cal Maritime Gala.

Change of Command at the SIU



David Heindel is the new president of the SIU. He is also chair of the ITF Seafarers' Section.

have him serve on the AFL-CIO Executive Council for more than three decades, always quick to offer sage advice and guidance about the future of our movement."

"We wish Mike nothing but the best in retirement and know he'll always be ready to take up any fight that boosts working people."

David Heindel was unanimously chosen by the Seafarers International Union executive board to lead the union following the retirement of longtime SIU president Michael Sacco in February.

Heindel, who has served as secretary-treasurer of the SIU since 1997 and is also chair of the International Transport Workers' Federation Seafarers' Section, described Sacco as "an inspiration."

"We've been together since I was a trainee back in the early 1970s, and I know Mike has dedicated his whole life to the SIU," Heindel said. "We all owe him a debt of gratitude."

"I am in good health and good spirits," Sacco said. "But I have often heard that you simply know when it's time to retire, and this is the time."

"Mike Sacco's distinguished career in trade unionism is an inspiration to all of us," said AFL-CIO President Liz Shuler. "Mike's leadership at the Seafarers International Union benefited generations of merchant mariners and all working people."

"He led his union with integrity and a fighting spirit that he learned as a rank-and-file member. It's been an honor to



Michael Sacco led the SIU for 34 years. "Under Mike's leadership, the SIU has become a respected powerhouse in maritime circles around the globe," Heindel says.

MM&P Mental Health Resources Committee

The Employee Assistance Program—How Confidential Is It?

Completely. The MM&P Employee Assistance Program is both completely free and completely confidential. When members reach out to the EAP, they can be certain that no one else will ever know.

Plus, the EAP gives members FREE access to a robust collection of resources. Whether it's financial problems, marital issues, raising children or stepchildren, blended families, sick kids, cancer, stress-related illness, parents with Alzheimer's disease, grief from death or loss, at-work or line of duty stressors, gambling problems, money worries, substance abuse, eating disorders, job burnout, workplace conflicts, depression, or suicidal thoughts—or something different—there are resources available to you.

Have you been considering couples counseling? Our EAP offers three FREE sessions! MM&P provides this resource because we want our members and their families to feel happy and supported.

Check out the website and the great resources available, including free and CONFIDENTIAL counseling sessions.

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

MM&P leadership and the MM&P Mental Health Resources Committee are dedicated to ensuring mariners on MM&P-contracted ships can access the resources necessary to support themselves and their shipmates.

There is confidential support available through MM&P's Employee Assistance Program (EAP): toll free 877-234-5151 or 888-732-9020 en español.

If you have concerns, please reach out to Miriam Anthony and the MM&P Mental Health Resources Committee: manthony@bridgedeck.org.

Anyone experiencing a mental health emergency can call the National Suicide and Crisis Lifeline at 988.

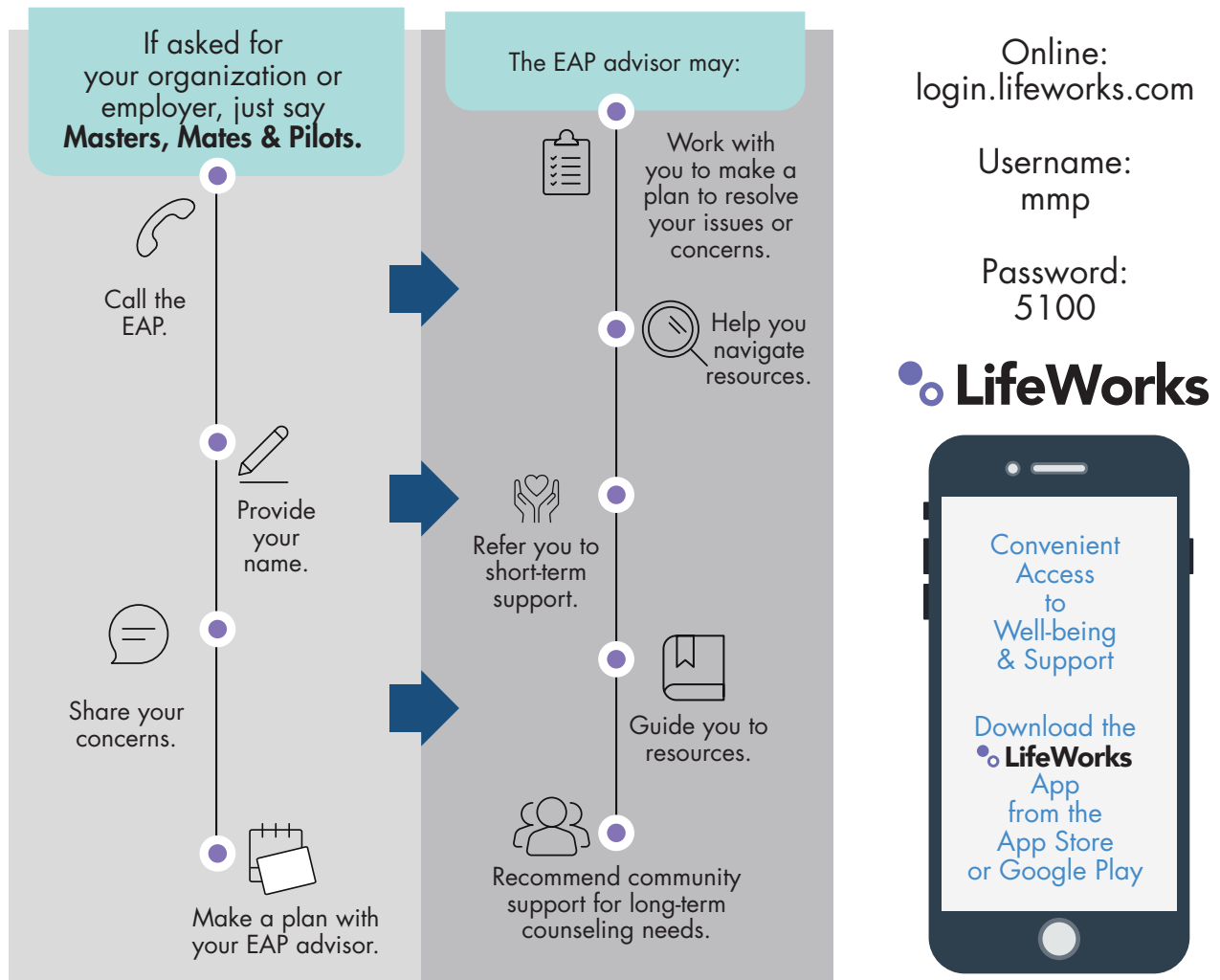


The Employee Assistance Program (EAP) is a **CONFIDENTIAL SERVICE** provided by the MM&P Health & Benefit Plan to help you.

The EAP is offered by LifeWorks.

EAP advisors can help you with family problems, marital concerns, financial and legal matters, stress, depression, and other issues.

Toll free 877-234-5151 or 888-732-9020 En español



In distress and want to talk to a counselor **immediately?**

Tell the person that answers the call that you do not want to wait for an appointment / that you need to talk to someone **NOW.**

Toll free 877-234-5151 or 888-732-9020 En español

Masters, Mates & Pilots Plans



Administrator's Column

PATRICK MCCULLOUGH

Schedule of Board of Trustees Meetings

The first Board of Trustees meeting for 2023 is scheduled to take place March 7–8. In the next edition of The Master, Mate & Pilot, I will summarize some of the actions taken by the Trustees at their meeting.

Important Reminders

Please contact an MM&P Health & Benefit Plan advisor if:

- your address has changed;
- you have been legally separated or divorced; or
- your spouse is working and is now covered by that employer's health benefit program.

And please remember:

- report any accidents aboard ship to the Plan Office;
- once you retire and are eligible for Medicare, you must take Medicare Part A and Part B;
- you must submit a copy of your Medicare card to the Plan Office;
- dependent children over the age of 19 must have their Adult Dependent Form on file with the Plan Office to be covered under the Health & Benefit Plan.

Medicare Part D Update

Since 2006, the Health & Benefit Plan has applied for and received a subsidy for a percentage of the prescription drug costs incurred by Medicare-eligible Offshore pensioners and dependents.

Each year, the Plan must file an application for the subsidy with the Center for Medicare Services (CMS). The subsidy is equal to approximately 28 percent of the cost of the prescription drug benefit. For calendar year 2023, the Plan's application to receive the subsidy has been approved. For 2022, the Plan has received approximately \$858,388.55 in subsidies, which helps defray the costs of providing this benefit to our retirees.

The MM&P Plan's prescription drug program has been and continues to be comparable to the coverage offered by the Medicare Part D Program. In September 2022, we sent members the required annual notice that explains that the Plan's prescription

coverage is "creditable" for 2023. For 2023, all participants have such creditable coverage.

Summary of Benefits and Coverage Form

As required by law, the Plan has updated the Summary of Benefits and Coverage form for the Plan Year 2023.

The Plan mailed these forms to participants along with the notice informing the participants of the annual open enrollment. If you would like to review PDF copies of these forms, they have been posted on the MM&P website. From the home page, bridgedeck.org, please click on the "MM&P Plans" button, and then on the button that reads "H&B Forms."

The Summary of Benefits and Coverage form is listed after the Summary Plan Descriptions.

For participants who submit health claims for reimbursement of what they have paid.

If you submit a claim for reimbursement for what you have paid, please remember that the information you give us must include the following:

Member's name, a receipt proving payment, an itemized bill from the provider with the provider's name, a diagnosis code, a CPT code, the amount for each code, and the person who received the service that is shown on the bill.

By providing this information, you enable us to process your claim in an efficient manner. Please remember to keep a copy for your files.

Health & Benefit Accident Form

When claims come into the Plan Office, sometimes they have accident codes. If this is the case, the Plan must provide you with an Accident Description Form. For your claim to be processed, this form needs to be completed in a timely manner. If not, we will be unable to process the claim and your provider might start to bill you directly. I am sorry but we cannot accept a telephone call explaining what happened. We need the completed form.

Masters, Mates & Pilots Plans

Pension Plan-Adjustable Pension Plan

Annual Verification of Pensioner Benefits

To safeguard pension benefits for all participants and their qualified spouses, as they have over the past few years, the Trustees require all pensioners to verify, on an annual basis, that they have received their pension benefits for the previous year.

The Annual Verification of Pensioner Benefits form does not have to be notarized this year so please sign the form and return it to the Plan Office as soon as possible.

Please be advised that the Plan needs to receive this form, properly completed, by the time you are scheduled to receive your **May** pension benefit payment. We will have to withhold that benefit payment, and all future payments, until the properly completed form is received.

If you have any questions, please contact a Plan Office benefit advisor at 410-850-8625 or 410-850-8636.

Pension Plan

Pension Plan Missing Participants

The Plan has been trying to get in touch with the following participants, and they have not responded to the Plan.

2020 Annual Pension Confirmation Forms Needed for Plan Year 2019

John Moralis
Dolores Hoffman

2022 Annual Pension Confirmation Forms Needed for Plan Year 2021

James Carroll	Richard Mercer*
Franklin Davis	Marilyn Messer*
Richard Edwards*	Michael Mullins*
Ray Friis*	Julius Perkins
Joanne Gray*	William Skagen*
Robert Hannis	Raynor Smith
Marianne Little*	Susan Vanhorne*
Angel Lugo-Santana	Ruby Weimer
John Mahon	Wyonia Young

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

Earnings Limitations for Pensioners and Spouses Under 65 for the 2023 Calendar Year

I would like to remind pensioners and spouses under age 65 about the MM&P Health Plan Earnings Limitations for calendar year

2023. In December 2022, the Plan mailed an earnings letter to all affected participants and dependents with an affidavit that must be returned to the Plan Office. If you have not yet returned the affidavit, it is advised that you complete and return it as soon as possible.

Increase in Pensioners Earnings Limitation, Jan. 1, 2023

The Trustees agreed last year to change the Plan rules to increase the Plan's pensioner annual earnings limitation, effective Jan. 1, 2023, to \$44,000. Effective Jan. 1, 2023, pensioners who are under 65 and who have retired under the MM&P Pension Plan with 20 or more years of pension credit, along with their dependents under 65 who are employed, will be able to receive annual earnings of up to \$44,000 without losing their health coverage under the Plan.

Individual Retirement Account Plan, Pension Plan and Adjustable Pension Plan

Annual IRS Limitations for 2023

For your reference, we have listed below the Internal Revenue Service limitations for 2023. The defined benefit plan limits listed below apply only to participants in the Offshore Pension Plan and/or Adjustable Pension Plan. The 401(k) limits apply only to members whose collective bargaining agreements provide for IRAP/401(k) participation.

IRS Limitations for 2023

	2023	2022
Maximum Annual 415 Payout at Age 62 From a Defined Benefit Plan	\$265,000	\$245,000
Maximum Annual Contribution to an Individual's Defined Contribution Account Under 415(c)	\$ 66,000	\$ 61,000
Maximum Effective 401(k) Deferral	\$ 22,500	\$ 20,500
401(k) Catch-Up Limit-Age 50 and Older	\$ 7,500	\$ 6,500
Maximum Amount of Annual Compensation That Can Be Taken Into Account for Determining Benefits or Contributions Under a Qualified Plan	\$330,000	\$305,000
Wage Base: a) for Social Security Tax	\$160,200	\$147,000
b) for Medicare	No Limit	No Limit

Please note, as of January 2013, individuals with wages/earned income of more than \$200,000 (\$250,000 for married couples filing jointly) pay an additional 0.9 percent in Medicare taxes. This Medicare surcharge is paid along with annual income taxes.

Attention All Participants in the MM&P 401(k) Plan

Several important changes have been made regarding MM&P's 401(k) Plan.

- (i) As of Jan. 1, 2023, the Trustees of the MM&P 401(k) plan have agreed to allow in-service distributions of any amount from a participant's voluntary 401(k) account. Distributions can be rolled over to a personal IRA tax-free or distributed directly to a member on a taxable basis. This will be permitted once per year for participants who have attained age 59 ½.
- (ii) The Trustees have also asked Plans Counsel and our Financial Consultant to investigate the possibility and efficacy of permitting brokerage accounts as part of the IRAP/401(k) Plan to allow participants a wider range of investment options.
- (iii) **For Offshore Membership Group contracts only:** Effective Jan. 1, 2023, and subject to individual employer agreement to implement, all licensed officers who are not already enrolled

in the MM&P 401(k) plan will be automatically enrolled in the Plan at a level of three percent (3%) of the benefit wage. Licensed officers who do not wish to participate will be able to opt out at their discretion. The amount automatically deducted will be increased by one percent (1%) every Jan. 1 through Jan. 1, 2025, when the amount will remain at five percent (5%). Please note that as of January 2023, SEACOR/Waterman has implemented auto enrollment. More information on the timing of the implementation of auto enrollment for other Offshore employers will follow when it becomes available.

- (iv) 401(k) Opt-Out forms should be in the Port Offices. Forms are also available on the Plans Documents page of the Members Website (<https://members.bridgedeck.org>) and in the Offshore Hiring Halls.

Additional information is available from MM&P Plans, MM&P Headquarters, or your area Vice President.





Holiday Celebrations in the Halls

After a few years without gatherings, MM&P members, their families and friends celebrated the holiday in union halls across the country as 2022 came to a close. Many thanks to those who submitted photos of the festivities for publication in *The Master, Mate & Pilot*. Best wishes to all for the New Year.



Boston: Ed Roach, Shane Murphy, Dan Tripp, Paul Camirand, Marian Camirand, Kathrine Van Ahnen, Tim Van Ahnen and Nathan Van Ahnen, with doggo Thor.



Boston: Jennifer Bono, Tom Larkin, and Shane Murphy.



Charleston: Hal Stephenson, Ryan Luchsinger, Tom Larkin, Tristan Barnett (back), Don Josberger, Bryan Boyle (back), Mitch Chisholm, Mike Rausa, Michael Buckley (back), Jason Teal, Travis Shirley (back), Katherine Rastallis, Cisco Medal, Marc Ennis, Austin Bidwell, Ryan Guthrie, and Alan DeSa.



Charleston: Marc Ennis, Katherine Rastallis, Jason Teal.



Charleston: Austin Bidwell, Hal Stephenson, Will Panzarino.



Hawaii: Travis Edwards and Matthew Batchelder.



Hawaii: Roya Dennis and Chris Woodward.



Hawaii: Randy Swindell, Paul and Ashley Mospens.



Hawaii: Russell Cooper on stroller duty and Freedom Dennis showing some holiday spirit.



Hawaii: Paul Casken and Lauren Cooper.



Hawaii: Lauren Cooper, Ian Lim and MEBA C/E Mike Casera.



Norfolk: A great gathering for the holiday party in Norfolk.



NY/NJ: James McAfee, Richard Feinson, John Moustakas, John Johnson, Charlie Carubia, James Zatwarnicki and Jake O'Boyle.



NY/NJ: Standing: Rich May, Randi Ciszewski, Ana Victorio. Seated: Ed and Ursula Morgan.



NY/NJ: Tom Larkin, Naldo Garcia, Chelsea Patterson, Kevin Poissant, Elizabeth Livi, Michael Whitbread and Doug Vines.



NY/NJ: Ernie Caponegro, Naldo Garcia, Hassan Barksdale and Ana Victorio.



NY/NJ: Rob Dobrowolski, Don Josberger, John DeCruz, Brendan Foley, Tom Larkin and Rich May.



NY/NJ: Jake O'Boyle, Tim Ferrie, (standing) Jay Tripaldi, Charlie Carubia and Ana Victorio.



NY/NJ: Ray Hennessey, Keith Poissant, Rich Russo, Mike Riordan and Paulina Czernek.



NY/NJ: Naldo Garcia, Chelsea Patterson and her daughter, Rich May, Doug Vines, and Mr. and Mrs. Steve Myers.



NY/NJ: Tim Forsyth, Don Josberger, Joseph Carpenter, Jake O'Boyle, Tom Larkin and Charlie Carubia.

Miami/Port Everglades: Standing, left to right: Robert O'Reilly, Julia Dolan, John Dolan, Jim Sanders, Gladys Sanders, Eric Fortin, Hedi Marzougui, Tom Larkin, Robert Groh, Maike Coan, Dana Ryan (in front), Paul Coan, Andrea Fortin. Sitting, left to right: George Insana, John Korinis and Steve Roberto (kneeling).



President Wilson Crew Sends Holiday Greetings



Gingerbread house building on the **MV Manulani**.

PENSIONERS

Sean M. Doran, shipping out of West Coast ports. He last sailed for Matson Navigation as third mate aboard the *Cape Henry*.

Patrick J. Hennessy, shipping out of East Coast ports. He last sailed for American President Lines as chief mate aboard the *President Wilson*.

Jonathon F. Meadow, shipping out of West Coast ports. He last sailed for Horizon Lines as second mate aboard the *Horizon Reliance*.

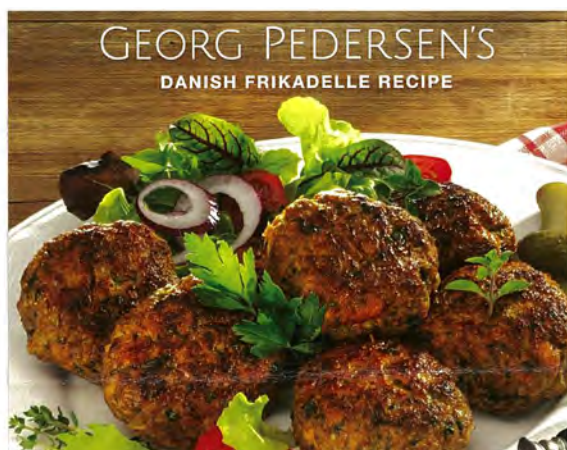
Joseph M. Quigley, last sailed for Pasha as second mate aboard the *Sunrise Horizon Pacific*.

Howard M. Roberts worked for the MM&P Plan Office as front desk night clerk.

Edgar L. Walker, shipping out of Gulf ports. He last sailed for American Heavy Lift as second assistant engineer aboard the *New River*.

Michael Surgalski, a member of the Great Lakes & Gulf Region, worked aboard the *Columbus*.

George A. Werdann Jr., shipping out of West Coast ports. He last sailed for American President Lines as master of the *FD Roosevelt*.



A well-loved recipe from longtime MM&P member Georg Pedersen, who was born in Denmark, started sailing at 14 and passed away in November at the age of 88.



“
Frikadeller on a bun,
For people on the run.”



INGREDIENTS

Serves six

- 2 lbs chicken dark meat *
- 4 tbsp flour
- 2 onions
- 1 egg
- 1 tsp salt
- 1 tsp pepper
- 1 tsp allspice

* Make sure you use dark meat!

Remove some of the fat from the boneless and skinless chicken.

Combine all ingredients in the food processor, add a little water and grind all ingredients together.

Place mixture in refrigerator for about one hour.

Before shaping the Frikadelle into patties, mix in a little oil or butter from the pan. Then fry them for about 10-12 minutes, turning them frequently.

Frikadeller is served with red cabbage, boiled potatoes and brown gravy, pickled beets and cucumber salad.

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CROSS'D THE FINAL BAR



John Bratescu, 85, Oct. 30, 2022. A resident of Seattle and a pensioner since 1986, he last sailed for American President Lines aboard the *President Wilson*.



Joseph David Carter, 59, Dec. 29, 2022. A resident of Naselle, Wash., he died standing duty aboard the *USS Frank Cable* when it was drydocked near Mission Viejo, Calif. Joe attended Puget Sound Diving School and Marine and Environmental Research and Training Station at Clatsop Community College. He made a career of underwater welding in the Gulf of Mexico

before changing course and going to work for the National Oceanic and Atmospheric Administration aboard the *Miller Freeman*, a fishery research vessel operated by the U.S. Fish and Wildlife Service. He eventually moved to the U.S. Army Corps of Engineers, working aboard the hopper dredges *Essayons* and *Yaquina*. He also served as an Oregon first responder out of Astoria and a firefighter at the Naselle Volunteer Fire Department. In 2019, he moved to Military Sealift Command, serving for a year aboard the *USNS Walter S. Diehl* before transferring to the *USS Frank Cable*. Survivors include his children Christina, Matthew, and Michelle; brothers Daniel and Mark; sister Jeannette; stepbrothers, Tim Dugan, Chris Dugan, and Mike Dugan; stepsisters Colleen Heligso and Mollie Praskey; nieces and nephews.



Charles P. Moy, 83, Nov. 8, 2022. Born in Glasgow, Scotland, of Irish parentage, he grew up in Newcastle, England. He was a youth prospect for the storied English soccer team Newcastle United and shipped out in the British Merchant Navy. In the early 1960s, he moved to New York City, started sailing with the National Maritime Union and was drafted into the U.S. Army.

After service aboard Army transport vessels, he acquired a license through the MM&P MATES Program and shipped for many years out of the Port of New York. His work included service aboard the *SS Mayaguez* and employment as port captain for Navieras de Puerto Rico. A strong trade unionist, he served for many years as dispatcher in the New York/New Jersey Hall. He is survived by his son, who is a union activist in Southern California. Charlie will be remembered fondly in his ancestral home, by many in MM&P and in certain drinking establishments in Lower Manhattan.



James Peter Olander, 80, Nov. 7, 2022. A resident of St. George, Bermuda, and a pensioner since 2003, he last sailed for Waterman Steamship as master of the *SS Sam Houston*. He is remembered for his significant contributions to the development of Bermuda's sport fishing industry. He was a member of the

Fishermen's Association and he also served on both the Fisheries Council and the Bermuda Government Fisheries Board. He was a two-time winner of the World Cup Billfish Tournament. He is survived by his wife Jeannie, son Hans, daughter Louise, and grandchildren Luisa, Pansy and Eliza.



John "Jack" T. Duff, 94, Jan. 16. Jack sailed as deckhand, mate, and captain during his 30-year career on the water, and then went on to serve until his retirement as the MM&P Great Lakes vice president. When he was 16, he left school to work on river boats. At 17, he joined the Navy, serving on an escort carrier in World War II. "Jack was a strong union man for at least 70 years," said MM&P President Don Marcus. "He started his career on steam-powered tow boats on the Ohio River and came up through many difficult times. He was a sailor's sailor, a man's man, and a truly fine human being. He was a mentor to scores of our members and was responsible for preserving MM&P's presence on the Great Lakes. All MM&P members owe him a debt of gratitude." Jack was a resident of Avon Lake, Ohio, and a member of Bay Presbyterian Church

and American Legion Post 211. "He was a wonderful friend and uncle to many. He was the very best husband, father, and grandfather, and he will be greatly missed." Survivors include Marianne, his wife of 60 years, son Jack Duff Jr., grandchildren Avri and Mollie, and his brother Bill.





Georg E. Pedersen, 88, Nov. 21, 2022. A resident of Seattle and a pensioner since 1996, he last sailed for Sealand Services as master of the *Sealand Tacoma*. Georg was born in Rodvig, Denmark, and began sailing at the age of 14. He became a U.S. citizen in 1961 and began sailing with MM&P in 1962. His memoir, *My 48 Years at Sea, From Deck Boy in Denmark to Captain in*

America, chronicles stories that include the *Gateway City's* rescue of 51 Vietnamese refugees; Georg, who was serving as chief mate, made sure that all the men, women, and children were brought safely on board. Years later, many of those he helped rescue, along with their families, met with Georg to thank him. His accepting nature, his understanding of the foibles of merchant seamen, his warm and open personality, and his wry sense of humor, made him a true humanitarian and a sailor's sailor. "Not only was he a consummate seaman, he was a strong union man," says MM&P President Don Marcus. "He was one of our finest: an expert at his trade who demanded the same from his union." He is survived by his wife Nina, daughter Karen, son Karl, and grandchildren Brian, Shelby and Myles.



Farrell J. Price, 64, Oct. 4, 2022. A resident of Baltimore, Farrell met his wife of 26 years, Yvette, at the Maritime Institute of Technology and Graduate Studies, where he worked for 30 years. He enjoyed video games, jazz, playing the conga drums, nature walks, camping, swimming, and the state fair. His favorite hobby was building villages for his model train collection. Most of all,

he loved sitting by the waterfront with his wife and spending time at home with her playing strategy and video games. He made friends wherever he went and is remembered as a protector who watched over everyone he loved and cared for. Survivors include his wife Yvette, his father Maurice Price Sr., daughter Stacy Jordan, brother Maurice; sisters Pearl, Deanna and Kim; grandchildren Tavon, Brittany, Edward and Evan; nieces, nephews and a host of relatives and friends.



William B. Prip, 87, Oct. 11, 2022. A resident of Garwood, N.J., and a pensioner since 2001, he last sailed for N.P.R. Inc. as master of the *SS Guayama*. He began sailing on Danish ships out of Copenhagen as a 14-year-old. After marrying and raising his sons Ron and Will in Japan, he moved the family to New York City in 1975. "Like

most Europeans, he enjoyed watching soccer and was an avid fan of the World Cup and European 'football,' but in recent years he especially enjoyed watching his grandchildren play the sport." He is survived by Shigeko, his wife of 57 years, his children and their spouses, and grandchildren Angelia, Tatiana, Leanna, Christian, Erica and Heather.



Einar W. Strom, 94, Nov. 14, 2022. A resident of Ft. Lauderdale, Fla., and a pensioner since 1987, he served in the U.S. Navy and last sailed for United States Lines as master of the *American Alabama*.



Richard P. Toomey, 75, Oct. 27, 2022. A resident of Whitman, Mass., and a pensioner since 1990, he last sailed for Lykes Brothers Steamship Company as master of the *SS Mallory Lykes*.



**AFL-CIO President Emeritus
Tom Donahue**

Tom Donahue, one of the most influential leaders of the postwar labor movement, died on Feb. 18 at the age of 94.

He grew up in the Bronx, the son of a Staten Island ferry deckhand, and worked as a doorman and bus driver before becoming a labor organizer. He went to law school and ultimately became AFL-CIO secretary-treasurer and heir-apparent to Lane Kirkland, the MM&P member who led the labor federation for 16 years. When Kirkland was unseated in 1995, Donahue was named interim president, but he served for only three months before losing the election to an insurgent slate.

After the election loss, Donahue remained extremely active in the labor movement. "MM&P owes a debt of gratitude to Tom for his guidance and friendship over many years, including his role on the board of the Captain Richard Phillips and Lane Kirkland Trust," said MM&P President Don Marcus. "His heart was in the labor movement and his voice was strong and clear. He will be missed."



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