

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"
M.E.B.A. TELEX TIMES
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ALADS OBSERVES NATIONAL POLICE WEEK IN DC

For the second year in a row, the Association for Los Angeles Deputy Sheriffs (ALADS) observed National Police Week in the nation's capital and hosted a reception on the rooftop of M.E.B.A. Headquarters.

National Police Week, which concludes on Saturday, was established during the Kennedy administration and pays special recognition to law enforcement officers who have lost their lives in the line of duty.

ALADS brought almost 200 officers to town for a week of events that included high-level meetings and visits to Congressional offices. Wednesday's rooftop event was attended by hundreds of guests including union representatives, Congressional members, Hill staffers and many other power players.

ALADS is the certified bargaining unit for deputy sheriffs and district attorney investigators working in California's L.A. County. One of the largest and most powerful law enforcement associations in the Western United States, ALADS has been an M.E.B.A. affiliate since April 1983.

ALADS members continue to honor Deputy Sheriff Ryan Clinkunbroomer who was ambushed and killed last year by a schizophrenic gunman. The ALADS C.A.R.E.S. (Cops and Relatives Emergency Support) Foundation, raised money for Clinkunbroomer's family in the wake of the tragedy and continues to provide relief for union members and their families in times of need. To find out more, visit <https://www.alads.org/aladscares>

The ALADS contingent was headed up by their President Richard Pippin and Vice President Tom Ferguson and included Los Angeles County Sheriff Robert Luna. Congressman Mike Garcia (R-CA-27) spoke at the event and promised to continue his unwavering support for the police.

M.E.B.A. President Adam Vokac, and Secretary-Treasurer Roland Rexha were in attendance for the Union.

President Vokac saluted the valor and dedication of the Deputy Sheriffs and pledged our continued support. “We, at M.E.B.A., extend our heartfelt gratitude to ALADS members for their exemplary service, which epitomizes the essence of solidarity and sacrifice. We strongly value our relationship with them and will continue fighting for ALADS in our shared pursuit of safety, fairness and justice.”

Secretary-Treasurer Rexha said that, “Supporting the men and women who put their lives at risk every day for public safety is a no brainer. The M.E.B.A. is proud of its law enforcement affiliates and will always stand on their side.” Besides ALADS, M.E.B.A. law enforcement affiliates include the Association of Deputy District Attorneys (ADDA) and the L.A. County Professional Peace Officers Association (PPOA), as well as NFOPAPE which represents Broward County (Florida) police.

ILA UPBEAT AHEAD OF MASTER CONTRACT TALKS

The International Longshoremen’s Association expressed confidence about upcoming talks for a new master contract covering 45,000 dockworkers from Maine to Texas. The ILA and employer United States Maritime Alliance (USMX) put out a joint statement precluding the start of discussions as soon as this week following the probable conclusion of talks on local contracts. The current agreement expires on September 30, 2024.

ILA President Harold Daggett had directed ILA branches to resolve any local work-related issues along the east and Gulf coasts by mid-May to clear the decks for master contract talks. Both parties affirmed their dedication to reaching a new agreement before the conclusion of the six-year labor contract governing ports along the eastern coastline.

A joint statement noted, “We are confident that, with tentative local contract negotiations scheduled to be completed by the 17 May deadline, the ILA and USMX can begin full master contract talks, with the goal of reaching an agreement on a new pact before the expiration of the current contract. The ILA and USMX expect to continue the success of our 2012 and 2018 master contract negotiations where two landmark six-year agreements were achieved without any disruption or delays in shipment of cargo.”

NTSB SAYS DALI SUFFERED BLACKOUTS WHILE IN PORT

The Chair of the National Transportation Safety Board, Jennifer Homendy, told Congress that the containership DALI experienced electrical blackouts while in the Port of Baltimore even before the power loss hours later that led to the collapse of the Francis Scott Key Bridge. Homendy testified before the House Committee on Transportation and Infrastructure on Wednesday, a day after the release of the NTSB’s preliminary report on the bridge collapse. The full investigation will likely take more than a year. Homendy stated that the two earlier blackouts were due to routine maintenance, while the other two were unexpected circuit breaker trips during the accident voyage.

The DALI, bound for Sri Lanka, faced power loss shortly after leaving Baltimore's port on March 26, resulting in a collision with the bridge, killing six workers.

The first outage allegedly occurred due to a crew member’s mistake during maintenance, followed by a backup generator failure. Changes in electrical configuration were made by the crew before the accident voyage, potentially impacting operations. Homendy emphasized the ongoing investigation

into the blackout causes. The M.E.B.A. believes that the ship manager, Synergy Marine Group, is the responsible party and forced the crew to operate the vessel in an unsafe fashion.

The FBI initiated a criminal investigation into the collapse. When the DALI lost power near the bridge, its emergency generator activated, but propulsion remained disabled, causing the ship to drift. Collaboration with Hyundai, the DALI's electrical system manufacturer, is ongoing to identify post-departure malfunctions. Fuel testing revealed no issues. The safety board began its investigation promptly after the collapse, examining the ship's data recorder and engine room. The preliminary report outlines the frantic moments preceding the collapse as crew members struggled with successive electrical failures. Despite a mayday call, construction workers on the bridge were not warned in time. One worker was rescued, while another escaped before the collapse. Recovery efforts retrieved all victims' bodies, and a recent controlled demolition of the collapsed span took place to allow for removal of remaining bridge pieces. The DALI is expected to be refloated next week and will be returned to the Port for at least a month to be assessed and for temporary fixes. It is then expected to move to Norfolk, with the aid of tugs, for longer term repairs.

Temporary channels have facilitated the entry and exit of ships from the port, with the Army Corps anticipating the reopening of the permanent channel by the end of the month. The replacement of the bridge could cost nearly \$2 billion and take more than four years.

M.E.B.A. AFFILIATE PASS APPLAUDS PASSAGE OF FAA BILL

M.E.B.A. affiliate Professional Aviation Safety Specialists (PASS) cheered this week's passage of \$105 billion bill to fund the Federal Aviation Administration for the next five years. The comprehensive legislation incorporates measures designed to enhance airline safety and alleviate travel frustrations for passengers.

PASS represents more than 11,000 Federal Aviation Administration (FAA) and Defense Department workers throughout the air traffic control system.

The union said that it worked with allies on Capitol Hill "to secure language that will increase funding and staffing for the 11,000 employees [that PASS] represents at the FAA."

"We have been sounding alarm bells for more than a year about how inadequate staffing among both our Technical Operations and Aviation Safety workforces can have a detrimental impact on aviation safety," said PASS President Dave Spero. "With all of the issues that have emerged around the safety culture at Boeing, it is imperative that this workforce be fully staffed so that they can more closely regulate manufacturers as well as the airlines," he noted.

MEMBERS URGED TO STAY CURRENT

Members are strongly urged to ensure their dues status is secured through the end of the year to guarantee their participation in important Union business. Only members in good standing are permitted a voice at the monthly membership meetings. *The By-Laws state that no member shall be entitled to any benefits of the Union or be considered in good standing unless his or her dues are paid in full for the current calendar quarter or paid in accordance with the dues check-off (DCO) system.* In addition, when members who pay by DCO take vacation or (in the case of the Government fleet) Leave without Pay (LWOP), there are lapses in payroll where dues aren't automatically submitted.

Relating to the M.E.B.A. election this year, according to the By-Laws, members are only eligible to vote if they are in good standing and have their Fourth Quarter dues paid by November 15, 2024 or if they are on DCO without an outstanding balance. All members are urged to address any arrearage and square up their dues to the end of 2024 (or beyond) as soon as possible.

M.E.B.A.'s online Member Payment and Update Portal (PUP) allows the membership the ease of making online monetary transactions and gives them the opportunity to verify their credentials and contact information on file, as well as submitted sea time. Members and applicants can use the Member PUP to pay their dues or service charges by credit card, debit card or through their checking account. They can also set up a recurring payment schedule to automatically keep them current. The site also allows users to view their transaction history online in a secure manner.

Visit www.mebaunion.org where you can click on the Member PUP banner to get started. In addition, the PUP allows members, applicants and retirees to make contributions to the M.E.B.A.'s Good & Welfare and Political Action Funds that support so many members. Contributions to the Good & Welfare Fund are tax deductible. This fund has provided essential assistance to members and retirees in their time of need. The PAF keeps M.E.B.A. jobs afloat by affording us a crucial lifeline to policymakers who help determine the fate of the U.S. Merchant Marine.

LAST CHANCE FOR APPLICANTS TO MAKE MEMBERSHIP UNTIL DECEMBER

Qualified applicants who are trying to make membership must provide Headquarters with required documentation to ensure their inclusion on the next DIC report. The DIC will meet before the upcoming June membership meetings to formalize their report that paves the way for applicants to be accepted into membership. To make membership, an applicant needs the required sailing days or specified years of employment with a particular bargaining unit, must be current with service charges and must complete other necessary requirements which may include an initiation fee and/or letters of recommendation.

Applicants should know that they are responsible for providing their local Union hall/Headquarters with the documentation demonstrating their fulfillment of the application requirements. Once they submit the requisite amount of sea time (or documented years of service) to Headquarters and have otherwise fulfilled the needed requirements as stated in the application packet they signed, they may be eligible for membership. M.E.B.A. Headquarters does not, and cannot, update an Applicant's record with sailing time/years of service unless that Applicant submits the required paperwork, i.e. discharges, sea service letters, documentation of employment, to HQ, by e-mail, fax, or mail or via your local Union hall. For further information you can visit your local Union hall or contact the HQ Membership Department at (202) 638-5355 or membership@mebaunion.org.

Members or applicants two or more years in arrears on their dues or service charges will be DROPPED from the membership or applicant rolls in June. Members and applicants that are on the DIC Drop List because of dues lapses can rescue their membership and return to good standing if they address their arrearage in time. If you are in that situation and want to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage and return to good standing. Members and applicants can also make payments online, the quickest way to catch up. Visit the M.E.B.A. homepage at www.mebaunion.org.

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*

Monday, June 3 – Boston@1200; Seattle (Fife)@1300.

Tuesday, June 4 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

Wednesday, June 5 – Jacksonville@1300; New Orleans@1315; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org

Thursday, June 6 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

Friday, June 7 – Honolulu@1100

-----FINISHED WITH ENGINES-----



***M.E.B.A. does not tolerate assault, or harassment of any kind.
If you see something, say something – The M.E.B.A. Emergency Hotline
can be reached at 1-888-519-0018.***

The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and demonstrated track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. For publication and related inquiries (and to send photos & hot news tips) contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org Visit us on Facebook, follow us on Twitter and check us out on Instagram.