

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
2019 (Issue #1)



Key to Success

New Jobs for M.E.B.A. in OSG's Expanding Fleet





M.E.B.A. engineers breaking out the Pasha/Sunrise ship SS HORIZON SPIRIT after a six-month layup at Pier 70 in San Francisco. Left to right are 2nd A/E Dan Antonellis, Day 3rd Thomas Baumann, 8X12 3rd Llorenç Aguiar, 1st A/E Derek Tuttle and C/E Joel Spell.



A great photo of the engine crew onboard the Waterman-managed heavy lift vessel OCEAN GIANT. This Marine Officer photo would also be appropriate to find in GQ or Esquire. Working down from the top are QMED Samuel Takyi, 1st A/E Devin Savoie, C/E Justin Kisielewski, QMED James Pascoello, Electrician Melgar Daguio, 2nd A/E Marcus Humphreys and Apprentice Darnel Bruno.



3rd A/E Aaron Davis was part of the M.E.B.A. team on the CAPE TEXAS that came through 'with flying colors' during a recent no-notice turbo activation of the Patriot-managed Ready Reserve Force vessel. The Maritime Administration also activated two other Patriot-managed vessels (CAPE TAYLOR and CAPE VICTORY) as well as the Keystone-managed CAPE DIAMOND to test their readiness. All came through with excellent marks. Thanks to member Darin Huggins for the great shot.

On the Cover:

OSG committed to the future by bringing in a new chemical/oil tanker to supplement their Jones Act fleet. After a shipyard period, the vessel - which is crewed up with expert M.E.B.A. officers in the engine room - recently went into service.

Marine Officer

The Marine Officer (ISSN No. 10759069) is published by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO).
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Periodicals Postage Paid at
Washington, DC

POSTMASTER:
Send address changes to the
Marine Officer
444 N. Capitol Street, NW, Suite 800
Washington, DC 20001-1570

Visit the M.E.B.A. website at
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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels and in various capacities in the shoreside industries.

In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.

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Message from the President

Liberty Maritime Corp. - Bulker Litigation Settlement

As you know from previous updates concerning the Liberty Maritime Corp. (LMC) bulker litigation, the Union received a favorable arbitration award finding that Liberty Maritime had breached M.E.B.A.'s labor contract and owed damages to the Union and contributions to the M.E.B.A. Plans as a result of that breach. The New York Supreme Court upheld the arbitration decision and the damages awarded.

After the Union received its favorable arbitration award, legal counsel for the M.E.B.A. Plans, including the Pension Plan, filed suit in federal court in New York against Liberty Maritime for delinquent contributions and other related damages. Subsequently, Liberty Maritime filed an appeal of the New York Supreme Court's decision upholding the arbitration award.

The New York Supreme Court Judge who issued the favorable ruling upholding the arbitration award offered to mediate a settlement between the Union, Liberty Maritime and the M.E.B.A. Plans with the intent of resolving both the state court appeal of the arbitration award and the federal court lawsuit seeking delinquent contributions and other related damages. The Union, Liberty Maritime and the M.E.B.A. Plans all agreed to participate in this mediation.

The parties have resolved the litigation relating to the CBA between M.E.B.A. and Liberty and the 2011 alleged termination of the bulk cargo vessel CBA. Additionally, the parties agreed to dismiss the pending lawsuit in the New York federal court.

The Union will continue to keep the membership up to date concerning the other pending matters between the M.E.B.A. and Liberty Maritime. As always, the M.E.B.A. District Executive Committee (DEC) appreciates the continued support received from our members and applicants and ***will continue to utilize all resources and legal options at our disposal to enforce our labor contract and to protect the Union's jurisdiction*** going forward.

Liberty Maritime Contract Negotiations

The Union and Liberty Maritime Corp. commenced contract negotiations on April 26, 2019, meeting in N.Y.

City to exchange and review initial contract proposals for a successor agreement covering four Pure Car/Truck Carriers (PC/TCs). Our current agreement with the company terminates June 15, 2019 and covers the LIBERTY PRIDE, LIBERTY PROMISE, LIBERTY PASSION and LIBERTY PEACE. We look forward to upcoming negotiations with Liberty Maritime, which are presently scheduled for May and June, to reach a successor labor contract to the current 2012 MOU between the parties. The Union will continue to keep our membership up to date on the progress of these negotiations, as well as continue to welcome input and participation from Union rank and file members.

As additional information, the Union has previously communicated in numerous Union meeting material, that during our final AFL-CIO hearing concerning Article XX Charges, AMO President Paul Doell presented a letter to the AFL-CIO appeal panel stating the AMO acknowledged the existing collective bargaining agreement between M.E.B.A. and Liberty, as well as M.E.B.A.'s jurisdiction over the Liberty PCTC fleet - including the LIBERTY PEACE. Additionally, during a recent meeting and discussion between AMO and M.E.B.A., AMO President Doell pledged to M.E.B.A. that he stood by his statement provided to the AFL-CIO dated September 6, 2018, i.e. Statement for the Record, Article XX Case #17-13.

In a follow-up letter to President Doell, dated May 1, 2019, M.E.B.A. referenced the recent discussion, stating once again the M.E.B.A. fully expects AMO would not engage with Liberty as previously stated to the AFL-CIO. M.E.B.A. also requested that AMO President Doell respond with a confirmation of his stated position to M.E.B.A., as well as to communicate the same to his membership. President Doell did respond on May 6th with confirmation of his stated position, that AMO would not ***"interfere with or undermine"*** M.E.B.A.'s negotiations with Liberty Maritime, as well as stating that he would communicate the same to the AMO membership.

While the confirmation from AMO may be reassuring, as previously stated, ***the M.E.B.A. will utilize all available resources and legal options to enforce our labor contract and protect the Union's jurisdiction***, and will continue to do so during ongoing negotiations with Liberty. The Union is confident that our membership will continue to stand

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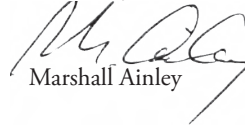


President's Message Continued

with us and remain unified as we proceed with our efforts to obtain a successor contract with LMC. We understand from membership input and feedback that a successor agreement will need to provide for job security, fair increases in wage and benefit plan contributions that meet industry standards, as well as contract language, i.e. work rules, that provide vessel crew with adequate compensation, resources and rest periods required to operate, maintain and repair LMC vessels safely and efficiently.

We support the professionalism, commitment and focus of our M.E.B.A. members and applicants currently employed with LMC and continue to encourage others who may be interested in seeking employment with LMC to do so when the opportunity arises. With the recent bulker litigation settlement behind us, the remaining contract disputes may appear to be of lesser consequence, but I would caution all that we will only be successful in obtaining a new contract that is not only mutually beneficial but something both parties can agree to, if we maintain our focus and hold our ground.

Fraternally,



Marshall Ainley



Engineers performing their usual magic. M.E.B.A. officers pulled a piston and effected repairs onboard the APL ship PRESIDENT WILSON. 3rd A/E Tommy (Guns) Stillwachs is seen with 1st A/E Joe DeMelin in the first photo. Brother DeMelin also appears in the second photo along with Chief Engineer Joe Robson whose typically excellent work is aided by a great crew.



A recent Executive Order helps smooth the way for active duty service members and veterans to more easily make the transition into the U.S. Merchant Marine. This is a helpful step to increase the pool of mariners - though retaining the pool is contingent upon strong cargo preference laws and increased peacetime cargo to help sustain the U.S.-flag fleet in international trade. Two M.E.B.A. deck officers sailing for Interlake Steamship, both former U.S. Marines, attended the E.O. signing ceremony at the White House. Seen here is MESABI MINER Mate Jack Brandenburg alongside Transportation Secretary Elaine Chao and Maritime Administrator Rear Adm. Mark Buzby, among others. Also in attendance was DOROTHY ANN-PATHFINDER Captain Jeremy Mock.

Ship Appreciation: “Elsie Items” & the Gator Navy – WWII’s Amphibious Fleet

By J. Wandres

Two ships in America’s naval armada. What’s the difference? What’s the connection? Each warship is unique as the last surviving vessel of its type. The USS CONSTITUTION is at the Charlestown Navy Yard in Boston, Massachusetts. “Old Ironsides*,” the wood-hulled, copper-clad, three-mast heavy frigate has been fully restored by professional shipwrights and volunteers at a cost from \$12 to \$15 million in public and private funds. During the War of 1812, CONSTITUTION wrecked the Royal Navy’s HMS GUERRIERE in a battle off Halifax, Nova Scotia.

In Portland, Oregon, the former USS LCI (L) 713, a steel-hulled amphibious landing craft, is undergoing restoration by an all-volunteer crew for under \$500,000. Preservation of this “Elsie Item” is being funded by two small grants, donations from visitors and veterans, and sweat equity from volunteers - some of who served in America’s “Gator Navy” during World War II. “Gator Navy” is Navy slang for those who manned amphibious vessels that, like an alligator, can go up on land. “Elsie” is Navy slang for the letters “L” and “C”. The letter “I” is spoken as “Item,” the name of the letter “I” signal flag.

History records that America’s first amphibious operation went down on Dec. 25, 1776. General George Washington and his troops rowed across the Delaware River from Pennsylvania to capture the Hessian garrison at Trenton, New Jersey. In May 1945 during the allies’ “Victor Four” invasion to retake the Japanese-held Mindanao Island, LCI-713 landed a supply company at the port of Zamboanga.

During World War II 926 LCIs were welded up in ten civilian American boatyards. LCI-713 was built by a boatyard near Boston, Massachusetts. After the war, all but 65 Elsie Items were scrapped. LCI-713, stripped of armaments, was sold for \$10,000 and went into commercial service under several civilian owners for the next fifty years.

It was in 2003 that several “Gator Navy” vets spotted the hull of LCI-713 along the banks of the Columbia River up from Portland. The vessel had been severely altered and was badly rusted. The veterans included a retired navy signalman whose LCI took part in invasions at Anzio, Salerno, Marseilles and at Normandy on June 6, 1944. They believed

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The AFMM is seeking to restore LCI-713 to operational status, allowing generations to come to better appreciate America’s maritime heritage. You can help. Visit www.lci713.com for more info.

Ship Appreciation continued from page 3

the former LCI-713 could – and *should* – be preserved. By 2005 they were able to buy the vessel, and then incorporate the Amphibious Forces Memorial Museum as a 501(c)(3) educational foundation. AFMM’s mission would be to restore the vessel to operational status, and use it as an educational platform to preserve the history of U.S. naval amphibious operations.

The Amphibious Forces Memorial Museum (AFMM) has hosted veterans from all over the United States. They have shared their military histories for the archive. Below decks three of the four troop compartments have been converted into AFMM’s onboard museum. Displays include ship models, period navy uniforms, a 48-star American flag, and a library that documents the role of amphibious naval support for the Allied fighting forces. AFMM hosts the annual reunion of those who served in the “Gator Navy.” The ship has also hosted a naval officer’s commissioning ceremony, and a wedding. LCI-713 continues to provide a platform for Eagle Scout candidates to demonstrate leadership skills as they manage junior scouts in preservation projects.

LCI-713 has never been out of the water since its launch in September 1944. Today, moored in Portland’s Swan Island Lagoon, the ship is about 80 percent restored above the waterline. How close, yet so far. A marine survey has determined that the hull needs to be re-plated. AFMM owns the steel plate and also diesel engines to replace those sold by a former owner. A fund-raising drive now underway seeks to raise an estimated \$800,000 to put LCI-713 into dry dock

to have the hull bottom re-plated, and to install engines and steering gear.

AFMM President Frederick “Rick” Holmes is optimistic over continued support for the vessel’s restoration. “My wife’s father served on LCI-781 during World War II. In his memory and on behalf of all amphibious sailors, they deserve to have an actual, operational vessel to commemorate their service.” He added, “On behalf of the volunteer crew and supporters of Amphibious Forces Memorial Museum and the LCI-713, we will be grateful for any and all support. And the next time you and your family are in Portland, let us know. We’ll be honored to pipe you aboard.” Holmes points out that individual as well as corporate donations of money, or goods and services to a nonprofit may be considered a tax-deductible contribution.

*P.S.: Ever wonder why the copper-clad USS CONSTITUTION is called “Old Ironsides?” 38 lb. cannonballs fired at the frigate by HMS GUERRIERE bounced off CONSTITUTION’s wood hull. This prompted her mates to shout with pride: “Huzzah for Old Ironsides!”

J. Wandres is a volunteer with and coordinates publication of AFMM’s newsletter, “Deck Log of the LCI-713.” He is retired from the U.S. Navy in which he served as a public affairs specialist. He is also a full-time freelance writer, and author of “The Ablest Navigator: Lieutenant Paul N. Shulman, USN, Israel’s Volunteer Admiral.”

	Port	June	July	August
 <p>Meeting Schedule</p>	Boston	Mon. 3	Mon. 8	Mon. 5
	Calhoun School	Tues. 4	Tues. 9	Tues. 6
	Charleston	Tues. 4	Tues. 9	Tues. 6
	Honolulu	Fri. 7	Fri. 12	Fri. 9
	Houston	Tues. 4	Tues. 9	Tues. 6
	Jacksonville	Wed. 5	Wed. 10	Wed. 7
	L.A. (Wilmington)	Thurs. 6	Thurs. 11	Thurs. 8
	New Orleans	Wed. 5	Wed. 10	Wed. 7
	New York (New Jersey)	Thurs. 6	Thurs. 11	Thurs. 8
	Norfolk	Thurs. 6	Thurs. 11	Thurs. 8
	San Francisco (Oakland)	Tues. 4	Tues. 9	Tues. 6
Seattle	Mon. 3	Mon. 8	Mon. 5	
Tampa	Thurs. 6	Thurs. 11	Thurs. 8	

Operation Deep Freeze: M.E.B.A. Goes to the End of the Earth

Typically, M.E.B.A. mariners are world travelers, but only a select few get the opportunity to complete the seven continent checklist. The lack of vessel traffic and commercial trade with the world's fifth largest continent is no surprise. Boasting no towns, cities or *permanent* residents, Antarctica's human occupants number just over 4,000 during the summer months - essentially October to April - and dwindle closer to a thousand during the winter. Most of them are scientists huddled at permanent research stations across the weather-beaten polar desert.

It is a joyous day for researchers at McMurdo Station, the Antarctic's largest base, when a semblance of outside civilization permeates their splendid isolation - and better yet - bearing "gifts." So it was, when the Waterman Steamship-managed heavy lift vessel OCEAN GIANT sailed into McMurdo Sound in early February and pulled up at the ice pier. Cheering scientists welcomed the vessel's delivery of nearly 500 containers which set them up with dry and frozen food stores, building materials, vehicles, electronic equipment and parts, among other items representing 80% of needed supplies for the year. The Military Sealift Command regularly contracts the ice-strengthened ship for its resupply mission to McMurdo as part of Operation Deep Freeze. MSC has supported the annual mission since the Station was established in 1955, providing supplies and fuel to scientists.

M.E.B.A. officers making the South Pole journey aboard the OCEAN GIANT included Chief Engineer Dave Morris who is a Calhoun M.E.B.A. Engineering School graduate, 1st A/E John Keohane and 2nd A/E Nick Berner. M.E.B.A. retiree Dave Seltzer served as the vessel's Crane Technician.

Captain Tim Arey and Chief Mate George Leonov headed up the complement of MM&P deck officers joined by the SIU unlicensed crew. Captain Arey is a polar veteran having commanded the OCEAN GIANT on previous missions to each Pole - North and South. The ship loaded up in Port Hueneme, CA then made a stop in Christchurch, New Zealand to take on additional cargo before heading to the bottom of the world.

But they didn't do it alone. Though listed as a Polar Class vessel, the OCEAN GIANT relied on the Coast Guard's heavy icebreaker POLAR STAR to lead the way and cut through the pack ice to McMurdo Sound. The 43-year old icebreaker

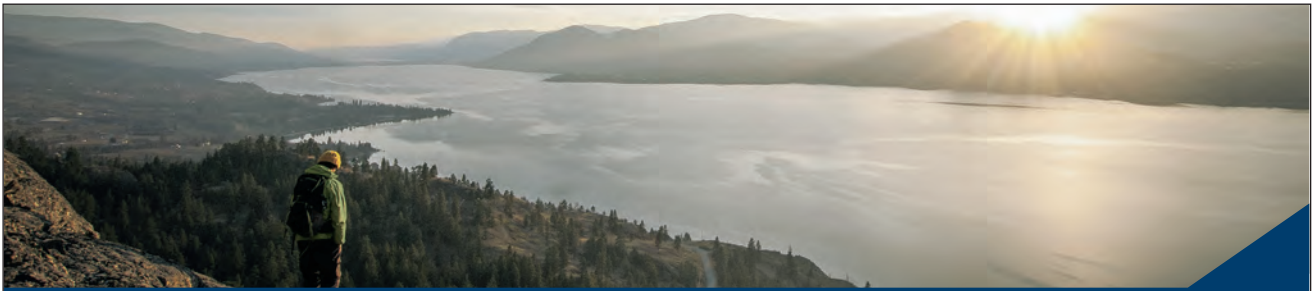


An Antarctic resident unfazed by the sudden "population explosion" at the Pole. OCEAN GIANT Chief Mate George Leonov got this great shot.



The M.E.B.A. crew dealt with the unusual Antarctic conditions professionally and efficiently and enjoyed the ride. Left to right are 1st A/E John Keohane, 2nd A/E Nick Berner, C/E Dave Morris and Crane Technician Dave Seltzer.

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At Anchor: Recent Retirees

Shifting into Reduced Operating Status

Pery S. Ahluwalia
Davis R. Bates
Mark Benson
Brad D. Birkett
Charles B. Brusa
Edward J. Burns Jr.
Tamara Buscemi
Steven D. Byerley
Daniel Colon Jr.
Bernard Connelly
Katherine A. Craig
William S. DeWitt Jr.
John C. Donovan
Leo P. Donovan
Robert DuBois
Bernard Dumas Jr.
Michael P. Duty
Jon H. Erlandson

Paul G. Evans
Edwards D. Ferenczy Jr.
Paul E. Gera Jr.
Wilma P. Gisala
Anthony R. Guerra
David L. Hamilton
Stephen P. Hayslip
Brent W. Hayworth
David C. Henning
Robin D. Hirth
Gregory M. Johnson
Sidney H. Kalban
Elray A. Kimball
Carroll L. Knott Jr.
Peter C. Koslowski
Zarco Lazic
Paul H. Lechthaler
John J. Lee

Thomas W. Little
Steven T. Mahaffey
Steven M. McAllister
Frederick P. Morrill
Anthony H. Murray III
Joseph Myers
Kenneth D. Nelson
Peter M. Nelson
Mark E. Nowak
Timothy J. O'Donnell
Steven M. Osmus
Richard C. Parent
Steven J. Pentces
Jay A. Pillard
Phillip Plummer
Lloyd J. Quirion
Robert A. Reynolds Jr.
Wilbur L. Roa

Fred J. Schatzel
Russell L. Sinden
Rodrigo S. Sinsuan
Douglas C. Snyder
Phillip K. Strissel
Floyd O. Titus
Dejan Du Ulic
Matthew T. Wadsworth
Dominic C. Walsh
Eddie L. Washington
Harold T. Watts
Jerry A. Waugaman
Gregory L. Webb
William G. Wheeler
James M. White
William F. Woehler
Scott R. Zinsius

Operation Deep Freeze continued from page 5

performed yeoman's work by breaking through 16.5 nautical miles of ice, six to ten feet thick. But their mission was not without travails.

On its southerly journey, an overheating issue caused wiring damage to the aging icebreaker's electrical switchboard and one of the evaporators to make drinkable water failed. Soon after those challenges were addressed, ice operations ruptured the vessel's centerline shaft seal, and water flooded into the ship. Divers underneath the ship and engineers down below effected miraculous repairs in freezing water to get the 150-crew vessel moving again. Closer to McMurdo, the maintenance-intensive icebreaker suffered ship-wide power outages requiring the crew to re-energize the electrical system. The test of the Coast Guard crew's resolve and ship skills was rewarded when the icebreaker arrived at the Station at the southern end of Ross Island in late January greenlighting the subsequent arrival of the OCEAN GIANT days later.

Commissioned in 1976, the POLAR STAR is operating beyond its expected 30-year service life. Thankfully, long overdue plans to recapitalize the Coast Guard's overburdened fleet of icebreakers has finally gained traction and Congressionally-appropriated funds will enable the construction of up to three polar-class icebreakers over the next 8 years. POLAR STAR's long overdue replacement is set to "roll off the ways" at Pascagoula's VT Halter Marine by 2024.

Once the OCEAN GIANT was in place on the ice pier, cargo operations ramped up following a brief delay to wait out inclement weather. The crew was able to experience the Antarctic splendor during this rare opportunity and Chief Morris noted that they were permitted access to McMurdo Station. Shuttle buses connected them to the nearby "town" for McMurdo residents. "The South Pole is a fascinating place to see and experience," Chief Morris noted. "There are hiking trails available for the "locals" stationed at McMurdo and at Scott Base (New Zealand Military Base about two miles from McMurdo) as well as the vessel crew. Several of our crewmembers were able to hike on some of the trails while we were docked." Mt. Erebus, an active volcano, and Mt. Terror dominate the McMurdo landscape.

Interestingly, while much of America was gripped in the "Polar Vortex" which brought along sub-zero temps in certain areas, the OCEAN GIANT crew was enjoying balmy 30 degree weather at the Pole.

The M.E.B.A. Chief Engineer pointed out that, "some of our crewmembers were able to watch the Super Bowl live at McMurdo Station, but for us, instead of Super Bowl Sunday, it was Super Bowl Monday because McMurdo is 18 hours ahead of the US East Coast."



A Ford F-350 modified for the terrain at McMurdo.



The OCEAN GIANT at McMurdo's ice pier.



The OCEAN GIANT Engine Department for Operation Deep Freeze. The four from bottom left up are QMED Samuel Tayki, C/E Dave Morris, Reefer Tech Steve Mikel, and 1st A/E John Keohane. From bottom right up are Electrician Vladimir Loutaev, 2nd A/E Nick Berner, QMED Bobby Conner, QMED James Pascocello, and Crane Tech Dave Seltzer.

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“Another adjustment for the crew is the 24 hours of daylight,” he said. “The sun never sets in the Antarctic summer. Some of our crewmembers had a difficult time adjusting their sleep hours due to the extended daylight.”

After the successful offload, the GIANT was stacked up with 450 containers of retrograde from the base, including used equipment, trash and recyclables. In addition, ice-core samples for scientific study were loaded onto the ship in sub-zero freezer containers bound for Port Hueneme, CA. Before they left, the crew of 20 civilian mariners were awarded the prestigious Antarctica Service Medal for their efforts. Their journey home was devoid of the continued drama experienced on the Coast Guard icebreaker.

On its way home on February 10, the crew of the POLAR STAR spent nearly two hours extinguishing a fire in the ship’s incinerator room 650-nautical-miles north of McMurdo Sound. The fire damaged the incinerator, and the water used to fight the fire took a toll on some of the electrical wiring. Fortunately there were no injuries. Incinerator repairs were added to the checklist for the POLAR STAR’s already-scheduled in-port maintenance period which could last awhile.



The Coast Guard’s heavy icebreaker POLAR STAR broke up solid ice on the way to McMurdo Sound. The ship’s crew overcame numerous challenges posed by the 43-year old vessel.

Thanks to Chief Engineer Dave Morris who informed the Marine Officer about the peculiarities of vessel operations at the end of the earth:

Docking the vessel is more difficult than a normal tie-up due to the ice in the water between the vessel and Ice Pier (a solid block of ice about 5 meters thick, where the cargo is unloaded/loaded), along with the distances the mooring lines have to reach to secure the vessel at the pier. The Ice Pier is shown in the photographs as a large brown area next to the vessel - that’s because it has several inches of dirt on top of the ice to provide traction for the vehicles and the personnel working on the surface. Since the pier is made of ice and there are floating sections of ice around the hull, the vessel has an internal LT Cooling System in which a designated ballast tank’s water is circulated through the engine room’s Sea Water Cooling System. This prevents pumping extremely cold water into the cooling water system, eliminating any chance of ice formations blocking the sea water intakes and no warmer water ever discharges from the vessel flowing into and possibly melting the ice pier.

When the vessel is alongside the pier, the lower temperatures cause Cold Soaking which eventually draws the heat from the vessel. This cold weather requires preparation, prevention, and developing routines to operate our equipment more frequently to prevent any type of detrimental effects from the cold conditions. This includes routines such as cycling idle systems daily to keep them warm, starting/idling the Main Engine when the temperatures begin to decrease, opening escape hatches to make certain they don’t freeze in the closed position, operating Electric Space Heaters in various equipment compartments including the Engine Room, distributing salt on the decks outside the house to prevent ice formation, and basic situational awareness.

The Deck Department as well as our Engine Department have routines to manage all the operation and warming up of the various equipment. The cargo is unloaded with the vessel’s cargo cranes by the Navy Cargo Handling and Port Group (NAVCHAPGRU) or “NAVCHAPS”. They work two shifts of 12 hours so cargo operations can continue 24/7.

...All crewmembers have access to extreme cold weather gear to safely and properly function in the cold conditions. In all, we had an excellent crew for the voyage – and that’s critical for continuity and safe operation of the vessel.

Shipping Shorts

Qualified Applicants Make Membership in June & December

Qualified applicants wishing to make membership should act quickly so they can ensure their inclusion on the upcoming District Investigating Committee (DIC) report. The DIC meets twice a year to review applicants for membership and to drop those in arrears. 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 to Headquarters and have otherwise fulfilled the needed

requirements as stated in the application packet they signed, they may be eligible for membership.

The DIC meets in late May and November to review candidates for membership. *Applicants who have fulfilled the necessary requirements need to get their information into Headquarters immediately so they can be included on the next DIC Report and make membership in early June or December.* The DIC will put their report that lists qualified applicants before the membership at the regular meetings after the review. If the report is passed, listed applicants will be accepted into membership.

M.E.B.A. Headquarters does not, and cannot, update an Applicant's record with sailing time 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 Membership Department (202-638-5355 or membership@mebaunion.org) at M.E.B.A. Headquarters.

KAMOKUIKI Begins Service for Matson

Matson Navigation recently brought the newly converted geared containership C/V KAMOKUIKI into its fleet for a new direct U.S.-flag service between Honolulu and the Marshall Islands. It is an 8,740 DWT, 8,448 HP, 707-TEU vessel built in 2000. The ship has two 45-ton cranes, hydraulic folding hatch covers and high maneuverability that allows docking without tugs. As part of a new bi-weekly service, it calls on three ports in the Marshall Islands every 17 days - Kwajalein, Ebeye and Majuro.

Retirees Aiding PAF Push

M.E.B.A. retirees know the value of a strong Political Action Fund and

continued



3rd A/E Jonathan McPherson sent in this shot of the MAERSK MONTANA pulling out of Bremerhaven. The containership, built in 2006, is part of the Maritime Security Program.

Oakland Patrolman Max Alper doing some recruiting as he mans the M.E.B.A. booth at the California Maritime Academy Spring Career Fair. M.E.B.A. has great opportunities for young and talented mariners.



many of them are showing their support for U.S. shipping and keeping the M.E.B.A. strong. There has been an excellent response from our retired members after the Union reached out and asked them to become more involved in our fight for the U.S. Merchant Marine on Capitol Hill. In a letter, M.E.B.A. Retirees' Group Representative Duncan Ballenger told retired members that, "The Union's legislative efforts are not limited to the interests of active members - the PAF helps protect retiree benefits. By maintaining a robust job base within the union, the M.E.B.A. political program ensures the ongoing availability of the Benefit Plans. The M.E.B.A. Benefit Plans depend on active members whose jobs rely on the Jones Act, the MSP, and Cargo Preference. In addition, the political team is continuously fighting for the security of M.E.B.A. retirees on other fronts. The attacks on "cadillac" medical plans and union pensions seem never-ending and pose a direct threat to everyone covered."

It's a great idea for applicants, members and retirees to contribute to the M.E.B.A. PAF. You can stop by a local union hall or visit the M.E.B.A. website to sign up for regular contributions. From the "Members" tab on the M.E.B.A. Homepage (www.mebaunion.org) select "Political Action Fund."

Interlake to Build New Vessel

M.E.B.A.-contracted company Interlake Steamship has authorized the construction of a self-unloading bulk carrier that will join its fleet in 2022. With the remarkable longevity of Lakes vessels due to the sheer volume of fresh water, this will be Interlake's first newbuild since 1981. The last new construction for the Great Lakes trade for any company was 1983. Fincantieri Bay Shipbuilding will construct the River-class, 639-foot, 28,000 DWT vessel at its facility in Sturgeon Bay, Wisconsin.

Remember to Bring Shot Records Onboard

Mariners are reminded to keep their vaccination records with them when sailing – especially when shipping onboard MSC-contracted vessels. If unsure what is required, it is a good idea to check with an M.E.B.A. clinic.

GREEN LAKE Assists Burning Vessel

The Central Gulf Car Carrier M/V GREEN LAKE assisted search and rescue efforts of crewmembers forced off a burning Panama-flagged vessel recently in the Pacific near Wake Island. 16 of the 21-person crew of a 650-foot Japanese car carrier, were rescued following a significant fire that prompted the crew to abandon ship. The SINCERITY ACE was halfway

to Honolulu from Japan with about 3,500 Nissan vehicles onboard when the fire broke out. The GREEN LAKE was one of the first vessels to arrive on scene and immediately began aiding operations to recover the stricken mariners. Several other commercial vessels in the area also diverted from their runs to lend assistance. The GREEN LAKE, a Pure Car/Truck Carrier enrolled in the Maritime Security Program, is crewed up with M.E.B.A. engineers. Engine officers on the ship included C/E Joseph Tierney, 1st A/E Shauna Glasser, 2nd A/E Thomas Pollock and 3rd A/E Maria Asuncion.

Shipping Rule Aiding First-Time Applicants Implemented Following Online Referendum

A proposed amendment to the M.E.B.A. Shipping Rules to better assist first-time applicants passed following a membership-wide referendum that was conducted online in the month of December.

The referendum involved a vote on whether to permit new Group III applicants to remain on the Port Relief List for one year from the date of their first registration. It was designed to extend the window for new applicants to seek viable shipping opportunities as they begin their seafaring careers.

90% of those voting favored the Rule change. The M.E.B.A. Shipping Rules were updated and posted to the M.E.B.A. website located at www.mebaunion.org. (*See Rule 14(b)*).

Penalty for Early Return to Work w/o Prior Permission

Per the M.E.B.A. Vacation Plan regulations, failure to obtain prior Union permission to return to work (RTW) early, before the return to work date as listed on your carry-over or vacation statement, will subject you to a penalty which is the loss of your vacation benefits for the next six

continued



M.E.B.A. showed solidarity with government workers in D.C. at a labor rally outside AFL-CIO Headquarters in January as they demanded the end of the partial shutdown. The rally evolved into a march on the White House a few blocks away in an effort to make lawmakers understand that workers don't want to be pawns in their political game.

months (180 days) of employment, i.e., actual vacation wages will not be paid, and credit will not be given for Pension Plan, Medical Plan and Training Plan purposes. When filing for vacation, you need to make note of your return to work date. (M.E.B.A. Vacation Plan Rules & Regulations, Paragraph 10 – see M.E.B.A. Plans website www.mebaplans.org). To ensure the Vacation Plan regulations are adhered to when dispatching jobs and to prevent issues and/or penalties with M.E.B.A. Plans, the Union requires a return to work date when clearing for a vessel.

Sign Up for Vacation Plan Direct Deposit

M.E.B.A. members should take advantage of the Vacation Plan Direct Deposit that will help save them time and ease Plans' processing costs. Authorization forms are available from the Plans Office, Plans Outport Offices and at the Plans' website – www.mebaplans.org (Forms & Documents, Vacation Plan Forms). Complete details are available on the Plans site as well. Contact (800) 811-6322 or vacation@mebaplans.org for more info.

Payment Portal for Dues, P.A.F., G&W

The payment portal accessed from M.E.B.A.'s homepage (www.mebaunion.org) provides an easy way for members and applicants to make dues or service charge payments and can be used to assist the P.A.F. and Good & Welfare funds. Payments can be made by credit card, debit card or through a checking account. A recurring payment option is also available on the portal enabling automatic quarterly payments so members can "set it and forget it"

continued



The powerful Maritime Labor Alliance, a coalition of six maritime unions, recently met in Tampa, FL to discuss issues of importance. Along with the M.E.B.A., the MLA includes the American Radio Association (ARA), the Inlandboatmen's Union of the Pacific (IBU), the International Longshore and Warehouse Union (ILWU), the International Longshoremen's Association (ILA) and the International Organization of Masters, Mates and Pilots (IOMM&P). In attendance for the M.E.B.A., scattered within this photo, are President Marshall Ainley, Secretary-Treasurer Bill Van Loo (who also serves as MLA Secretary-Treasurer) and Tampa Branch Agent Adam Smith.

Following the conclusion of the 10th Annual Maritime Congressional Sail-In, participants, Capitol Hill Members and staffers reconvened on the M.E.B.A. rooftop to network and celebrate the end of a long day. At left is Rep. John Garamendi (D-CA), M.E.B.A. Gulf Coast V.P. Erin Bertram and Rear Adm. Wendi Carpenter (USN, Ret.). 152 U.S. shipping advocates, in 32 groups, had meetings with 195 House and Senate Congressional offices – representing both sides of the aisle.



and always stay current. You simply check the “Recurring Billing” box that appears at the top of the page when you’re filling out your information to enable automatic quarterly payments. This feature is also available to support the Good & Welfare and the Political Action Fund on a monthly basis. P.A.F. is crucial for keeping U.S. shipping and the Union’s interests viable in the halls of Congress.

Swag Available when Buying G&W Raffle Tickets

Tickets are on sale now for the Good & Welfare Committee’s 50/50 Raffle to help boost the G&W fund. The Fund is used to help active and retired

members and their families in times of crisis. You can buy \$2 tickets at any of the Union halls. Anyone purchasing \$50 worth of tickets will be mailed an M.E.B.A. T-shirt. Those who purchase \$100 worth of tickets will earn both a shirt and an M.E.B.A. hat. Use the form available at all halls to claim hats & T-shirts. The raffle winner will receive 50% of the proceeds (as much as \$5,000!!) with the other half going to the Fund. The raffle is open to anyone who wants to purchase a ticket. The drawing will be held on October 8th and will take place at the Calhoun M.E.B.A. Engineering School during the regular membership meeting. Ticketholders do not need to be present at the drawing

to win. Every ticket that you buy puts another dollar into the Good & Welfare Fund.

Photos from the Fleet Needed!

We are always looking for photos from any of the M.E.B.A. bargaining units to keep our Facebook site current and supplement issues of the *Marine Officer*. Members are urged to send in photos to marco@mebaunion.org. Any photos with an M.E.B.A. connection, at sea or on shore, are appreciated. Digital pictures should be taken at a high resolution setting. In all cases, make sure you I.D. the photos. Check out the M.E.B.A. Facebook site which is usually updated daily.



A group photo after a West Coast industry coalition strategy meeting to address an ill-advised proposal to build a new waterfront stadium at Howard Terminal for the Oakland A’s. Besides the burdens on an already overworked traffic area on both land and water, maritime interests fear that blinding lights from the stadium could upset safe vessel transport and help obscure navigation aids. Pictured left to right (top



row) are Anthony Poplawski (Pres. MFOW), Lee Sandahl (ILWU), Ricky Cox (VP ILWU 34), Chris Castain (Sec.-Treas. ILWU 6), Keith Shanklin (Pres. ILWU 34), Adam Vokac (M.E.B.A. Executive V.P.), Frank Gaskin (ILWU 10), Max Alper (M.E.B.A. Oakland Patrolman) and Dan Kaney (PMA). In the lower row are Epi Rivera (ILWU 54), Billy Kepoo (ILWU 91), Eric Reyes (Pres. ILWU 54), Melvin Mackay (Pres. ILWU 10), Marina Secchitano (Pres. IBU), Sly Hunter (MM&P Inland), Jeremy Hope (MM&P), Robert Estrada (IBU Regional Director), Gunnar Lundeborg (newly retired SUP Pres.) and John McLaurin (PMSA).

Proposed Ferry Cuts Could Scuttle Alaska Ferry System

Alaskan residents will spend a lot more time at home resigned to isolation if Governor Mike Dunleavy's plan to slice \$96 million out of the Alaska Marine Highway System budget is implemented. Gov. Dunleavy proposed the plan as a way for the State to dig out of its budget mess. He had pledged his broad support of the ferry system during his 2018 election campaign but appears to be disregarding those promises now that he moved into the Governor's mansion. The proposed cuts represent almost 75% of the AMHS budget and would likely compel the state to operate the ferry system solely during the summer months. The *Ketchikan Daily News* said that, "The Dunleavy plan is clear: Scuttle the Alaska Marine Highway System, and fast."

The AMHS ferry fleet serves as a crucial connector for Alaskan communities spread out over 3,100 miles. The AMHS was built with federal dollars and is part of the National Highway System. Most of the communities serviced by the ferry fleet aren't connected to the road system, especially in Southeast Alaska, and they would be cut off when ferry service grinds to a halt. A service stoppage would sever the connection for many residents to key health care and other important services they need at other Alaskan locations. Sen. Mike Shower (R-Wasilla) said, "If you shut down the ferry operations...you're strangling those communities because they may not make it through the winter, if the airports can't support them, and my guess is they can't."

Besides shuttling passengers, the system transports cars, food and equipment. The plan would prove crushing for so many who depend on the ferry system and would help tank tourism outside the summer months.

The 2020 Fiscal Year begins on July 1 but the state has already stopped scheduling ferry services past October 1, after the conclusion of the busier summer season. If the budget is passed with the egregious proposals intact, the ferry system will lay up on October 1 and massive lay-offs would go into effect on that day while Alaskans would be left high and dry.

Presumably, ferry service would resume on July 1 for a three-month season, but it's unlikely the pool of highly qualified officers ensuring safe passage for many hundreds of thousands a year can afford to be available for short-term work. The dedicated and skilled mariner workforce has helped keep the system running smoothly despite the diminishing state funding the ferry fleet has received over the last few years. If the Governor's plan is put in play, some 250 mariner jobs are at risk - and the massive local economy benefits and jobs generated by the system and dependent on a year-round service will likely dissipate.

M.E.B.A., MM&P and IBU, among others, have vowed to fight and are drumming up support from locals horrified at the prospect of being abandoned from a transportation network on which they rely. The Union is intensely focused on this issue and will keep members informed with future updates in our weekly electronic newsletter, the *Telex Times*.



Chief Engineer Dominic Walsh and 1st A/E Phil Brand pulling a piston aboard the Alaska Marine Highway System vessel M/V KENNICOTT. If the Governor's plan proceeds, the ferry system would operate only during the summer and signal an exodus of the experienced maritime workforce that keeps Alaskans safe and connected.



Faces around the Fleet

M.E.B.A. members sailing onboard the Pasha/Sunrise vessel HORIZON SPIRIT are mobbed by kids while visiting a Buddhist temple in China during a port call. 1st A/E Derek Tuttle is in the black Celtics shirt with 3rd A/E Sherman Roy Frett at right.



Contracts: Lifeblood of the Union

Getting Down to Brass Tacks

M.E.B.A. works in lockstep with our contracted companies when we're fighting for policy issues and initiatives benefiting the industry in Washington D.C., but we battle each other tooth and nail when we sit down at the bargaining table. The Union is focused on ensuring our members' hard work is rewarded with fair wages, good benefits and a safe workplace. The process to arrive at a mutually beneficial contract that can be characterized as a "win-win" for both parties usually isn't pretty - and is crafted through persistence and compromise. Following is a round-up of some of our recent negotiations, wrapping up the last several months and looking ahead to the future.

Last fall, members ratified a pair of 10-year agreements solidifying our relationship with Matson Navigation for another decade and by covering our Port Engineers as well as our members serving on the company's A3, CV2600 and newbuild vessels.

That security with the company was important to members as they recently cheered a pair of Matson newbuilds constructed at Philly Shipyard before being inserted in the West Coast-Hawaii trade.



Input from Matson engineers along with a rank and file presence on M.E.B.A.'s negotiating team helped the Union address member concerns in a new long-term agreement with the company. Negotiators for the new Port Engineer contract included (l-r) Colin Murray, Mike Shea, Executive V.P. Adam Vokac, L.A. Branch Agent Rich Doherty, Todd Simonse and Jason Schreier.

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A few months back, while the Matson newbuild KAIMANA HILA was under construction, members attending class at the Calhoun M.E.B.A. Engineering School took a field trip to Philly Shipyard. From left to right are M.E.B.A. members Rory Fraser, Garrett Hernandez, Matt Clark, Beth Adams, Bobby Baumann, Ray Tesson, Stan Quinn, Jeff Macatiag, Ross Grayling, Tony Macatiag & Bob "the oiler" Frantz. Thanks to CMES Diesel Instructor Ernie Clements for the photo.

The DANIEL K. INOUE and KAIMANA HILA are the two largest container ships ever built in the United States and replace some of the steamships in the fleet that are being phased out in anticipation of international emissions standards coming into force in 2020.

In addition, San Diego's NASSCO Shipyard is in the process of constructing two combination container and roll-on/roll-off (Con-Ro) vessels that will join the Matson fleet following their completion. The new LURLINE will be christened this June and the MATSONIA will be welcomed in the second quarter of 2020.

Toward the end of last year, M.E.B.A. West Coast officials also sewed up a new 6-year contract with American President Lines covering Licensed Engineering Officers (Deep-Sea) as well as Port Engineers. As always, member participation and input was invaluable through the bargaining process, and support received from the Maritime Labor Alliance proved beneficial.

M.E.B.A. Gulf Coast officials negotiated new economic terms in the last two years of our contract with Overseas Ship Management. M.E.B.A.'s contract with the company runs through June 15, 2020 covering 15 vessels in their U.S.-flag fleet.

The Union shares the company's excitement about a new addition to their Jones Act fleet. OSG recently signed a 10-year Bareboat Charter Agreement to operate a 1999-built chemical/oil tanker that began operation in April 2019. The former Chevron tanker OREGON VOYAGER was redubbed as the OVERSEAS KEY WEST and was crewed up with expert M.E.B.A. officers.

The Gulf Coast also handled a reopener agreement that establishes new economic terms in the last three years of our contract with MTL/Hapag (Marine Personnel & Provisioning). The agreement covers five Express-class vessels. Negotiated wage and wage-related item increases went into effect on January 1, 2019. However, a couple of the agreement's provisions benefiting M.E.B.A. members and applicants sailing in rotary positions aboard the Express-class vessels became effective on September 1, 2018. One of those provisions puts the one-trip off LOA provision for rotary officers back into full force and effect. The other ensures that officers taking a 90-day rotary job are able to complete their 90 days onboard.

At press time, negotiations had begun with Liberty Maritime for our contract with the company that winds

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M.E.B.A. recently extended its relationship with American President Lines for another 6 years covering deep-sea and port engineers. Left to right are 3rd A/E Mark Higgins and 1st A/E Kevin Parsons pulling the #1 piston on the APL SAIPAN.



Matson's newbuild containership KAIMANA HILA was recently delivered by Philly Shipyard and went into service for Matson in late April. Since May of last year, C/E John O'Donnell (at left) helped oversee her construction. Chief Engineer Joe Crell (at right) joined the ship in December and 1st A/E Brad McDermott (center) has been with the vessel for several months. M.E.B.A. engineers joining the ship shortly before her delivery included 2nd A/E Yaw Kyei, 3rd A/E Chris Kewley and 3rd A/E Michael Kelly.



Contracts continued from page 15

down in June. Members were asked to get involved as the Union looks to extend our relationship with the company. Rank and file input is also being welcomed for upcoming negotiations with Pasha/Sunrise as reopener talks approach in late spring.

The Union has begun negotiations for a first contract covering Captains sailing in the Hornblower-operated HNY

Ferry fleet, which does business as NYC Ferry. M.E.B.A. recently prevailed in a representation election and won the right to serve as the collective bargaining agent for approximately 42 Captains sailing in the NYC Ferry fleet. This is a 23 vessel fleet on six New York City routes connecting locations in the Bronx, Brooklyn, Manhattan and Queens. New York City Mayor Bill de Blasio recently announced that there are plans to expand the unit in 2020 to serve all five boroughs.

OSG recently brought in the OVERSEAS KEY WEST to supplement their Jones Act fleet. M.E.B.A. engineers crewed up the ship and were visited by M.E.B.A. President Marshall Ainley in Tampa recently. Left to right are OSG's Kerri Seke, Marshall Ainley, and M.E.B.A. KEY WEST officers 1st A/E Elliot Lewis, 3rd A/E Mike Breheny and 2nd A/E Dominic Kolenda.



Senior M.E.B.A. officers onboard the YORKTOWN EXPRESS. A reopener agreement recently established new economic terms for the last three years of our contract with MTL/Hapag. Left to right are Captain Stephen L. Catarius, Chief Engineer Matthew MacNeil, Chief Mate Samuel Leshner and 1st A/E Charles Garvey.

M.E.B.A. won the right to represent Captains on the expanding NYC Ferry fleet. The Union is looking to work out a first contract. (Photo courtesy of NYC Ferry).



An Appreciation of a “Greatest Generation” Seaman

by retired M.E.B.A. member Mark Engberg

On October 5th, 1942 - his 18th birthday - Edward C. Jones strode into the Richmond, VA military recruiter’s office to enlist. Still a high school senior, he was eager to serve like most young men of that era. He received a \$100 initial mustering payout and left just enough time to go home to bid farewell to his mother and sister – he was jumping on a train to Norfolk, VA for boot camp.

Ed was directed to the branch of service with the greatest need, the Navy Armed Guard. With barely 2 months of training under his belt (Gunners Mate 3rd Class), he was assigned to help defend his first merchant ship – the SS CITIES SERVICE MISSOURI, a tanker bringing crude oil from Venezuela to US East Coast ports. On March 13, 1943 while in convoy near Curacao, the ship was struck by two torpedoes fired by Nazi submarine U-68. Two of the crew were killed in the explosion and 44 escaped in three lifeboats and one raft. They were rescued hours later by the destroyer USS BIDDLE.

Ed’s next vessel was a Liberty Ship, the SS MARION M. BOVARD, and by May 1943 they were fully loaded with “bombs and gas.” They delivered the goods in time for the battle of North Africa and the invasion of Sicily. When they finally left Algeria for the US, the ship was overflowing with 1,000 German POWs from Rommel’s defeated North African troops. Asked why they didn’t overrun the ship, Ed pointed out the POWs “were just happy to be out of harm’s way - the war was over for them.”

In between each ship, Ed reported to the Armed Guard Base in Brooklyn, NY. He counted himself lucky to have a couple of weeks off and steal home for a quick visit in Richmond before his next assignment on another merchant ship. Ed also participated in successful missions onboard the SS ESSO CONCORD, SS HARRISON SMITH, SS MEUSE ARGON and the SS VERENDRYE. He was in the Philippines preparing for the invasion of Japan when the war came to a close. Ed walked down the gangway on December 16, 1945 after 3 years, 2 months and 12 days of active duty.

He was awarded the American Theater Ribbon, European Theater Ribbon, Asiatic Pacific Theater Ribbon, Philippine Liberation Ribbon, Good Conduct Medal and Victory Medal.

Ed spent most of his life after the war working for Grumman on Long Island, NY. He now resides in Salisbury, MD with his wife Peggy. Ed is 94 and Peggy is 93 – the greatest generation.



Ed Jones was part of the greatest generation that helped WWII mariners deliver the goods.



M.E.B.A. Assistant Government Fleet Rep. Joe Muchulsky retired after 4 years serving in that position on top of 40 years at sea. Joe is seen here in the late 1960s working on the wait staff aboard the classic ship SS UNITED STATES. In the other photo, he is at a maritime event with his wife Melissa and Sen. Tim Kaine (D-VA). Best wishes to Joe in his well-deserved retirement!



Faces around the Fleet



WWII Mariner Recognition Bills Re-Introduced

Senator Lisa Murkowski (R-AK) and Congressman John Garamendi (D-CA) recently re-introduced companion bills in their respective chambers, collectively honoring World War II merchant mariners with the Congressional Gold Medal.

If passed, the bills, S. 133 and H.R. 550, would authorize a gold medal of appropriate design to be awarded to U.S. WWII merchant mariners on behalf of Congress. The medal would be placed in the American Merchant Marine Museum and duplicates would then be struck and made available to the public. It is a sad testament that this little-cost, no-brainer legislation was not passed years ago. Perhaps this is the year.

M.E.B.A. Chief Engineer Christian Yuhas, who serves as Vice President of the American Merchant Marine Veterans, said “The time has come for our nation to provide a well-deserved thank you and honor the remaining Merchant Marine Veterans of WWII with a Congressional Gold Medal. This group of unsung heroes nobly served our country by operating the ships that transported critical supplies to front lines of the war, and in doing so suffered a casualty rate higher than any other branch of the military. In fact, one out of every 26 casualties during WWII was a volunteer merchant mariner. America would not be the great nation it is today without their valiant service of yesterday. I urge Congress to support this important bill and recognize this dwindling group of Merchant Marine Veterans from WWII that have served our nation so admirably.”

In addition, Rep. Al Green (D-TX) re-introduced his bill (H.R. 154) to provide surviving WWII merchant mariners with a one-time \$25,000 benefit. If passed, the bill would compensate qualifying individuals who were members of the Merchant Marine between December 7, 1941, and December 31, 1946 (including the Army Transport Service and the Naval Transport Service). The “Honoring Our WWII Merchant Mariners Act,” was referred to the Veterans Affairs Committee.



As part of National Wreaths across America Day, M.E.B.A. retiree Patrick Bevers helped honor veterans by laying holiday wreaths at Arlington National Cemetery on the outskirts of Washington D.C. It poured all day, but Patrick stuck it out and felt privileged to pay his respects to the great men and women who gave so much to this country.

Member Christian Yuhas with WWII Merchant Marine Veteran Frank Mendez at a Wreaths across America event at the Sacramento, CA National Veterans Cemetery.



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M.E.B.A. understands the immense contributions of our Merchant Marine to our winning efforts in WWII.

Members and retirees continue to lend their support to ensure that the contributions of WWII mariners are never forgotten. At a Propeller Club gathering aboard the WWII vessel AMERICAN VICTORY are (l-r) Bob Mecker, Mike Crotty, Sally Mecker, Capt. Dru DiMattia who has been a tireless American Merchant Marine Veterans (AMMV) advocate, Joe Barbacane Karen Barbacane and Shannon Lemoine who is Port of Tampa Propeller Club President and wife of C/E Paul who sails for OSG.



M.E.B.A. works shoulder-to-shoulder with the MM&P but usually not hand-in-hand. M.E.B.A.'s Alex Baird, 2nd A/E on the Matson ship KAMOKUIKI, successfully proposed to his girlfriend, MM&P's Paige Mullaney, who was serving as the ship's Third Mate. Alex's engagement ring back home for Paige wasn't ready yet, but his engineer's approach to the problem helped craft a winning improvisation. The happy couple is seen here in the Machine Shop on the KAMOKUIKI where Paige shows off her temporary engagement ring – a modified stainless steel nut. M.E.B.A. approves. Congrats!



PRESIDENT EISENHOWER Chief Engineer Chris Parent sent us this photo of his engine crew aboard the APL ship replacing the #5 main engine head gasket while they were in Qingdao, China. Left to right are Kings Point Cadet Andrew Vincioni, 1st A/E Mike Glessing, 3rd A/E John Schaber and 2nd A/E Shane Mahaffey.



Faces around the Fleet



Retiree Bruce Huntington was the lucky winner of last year's 50/50 raffle supporting the M.E.B.A. Merchant Marine Memorial Foundation (4MF). The winning ticket was sold by Seattle Patrolman Kevin Cross. Bruce bought this TV then generously donated the rest of his winnings back to the 4MF.



Finished with Engines

“They no longer hear the calling of the watches, or the falling of the storm rain in the night. Seas shall weary them no more, for they have reached their final haven—their further shore.”

DENNIS WILLIAM AHERN

Dennis Ahern made his final voyage on Dec. 9, 2017 at the age of 59. As a youth, he attended Chico, CA schools where he excelled in math and was involved in school sports. Dennis went on to receive his Engineering Degree from the California Maritime Academy in Vallejo. He shipped out for several years as an engineer. His work brought him to many beautiful destinations around the world. Dennis had a passion for mechanics and loved riding and repairing his motorcycles. He also enjoyed the outdoors where he could often be found walking, running or riding his bike. His great sense of humor will be missed. Dennis is survived by his parents, Bill and Pat Ahern, along with his siblings Julie, Sheila, Eileen, Nancy, Cathy, Billy, Matthew and eleven nieces and nephews.

EHTESHAM AHMED

Ehtesham Ahmed was loosed from his moorings on August 25, 2018 at the age of 67. An engineer who was damn good at his job, Ehtesham sailed for a variety of companies including Waterman Steamship. He had an all too brief retirement, coming in from the sea in 2016. Ehtesham was a resident of Rockford, IL and leaves behind wife Rubina and children Naveed and Nuha.

EDWARD ALLEN



Eddie Allen shipped off to his final destination on February 1, 2018 at the age of 63. Eddie sailed for almost 30 years. His first decade at sea was spent aboard the M/V CAPE DIAMOND where he worked as an NMU electrician. By then, familiar with the advantages of the M.E.B.A., he made application with the Union in 2000 and began sailing as a 3rd engineer. As a resident of Chesapeake, VA, Eddie shipped out of the Norfolk hall taking as much work as he could get. He quickly advanced through the ranks, becoming a Group I member and earning his Chief Engineer's license. He shipped out for a number of companies including MTL, OSG, Patriot Contract Services and Liberty Maritime. He served as Chief Engineer aboard the LIBERTY PROMISE for 7 years. He was an active M.E.B.A. member who attended meetings and served on rank and file committees including the Financial Review Committee. He joins his wife Sonya and daughter Courtney. Eddie is survived by daughters Amie Allen Salway, Ashley Allen Fardy and Brittany Nugent; son Steven Harris; sister Susan Gibbs

Bishop; grandchildren Cameron, Bailee, Hailey, Ty, Aiden, Logan, Dylan, Khloe and Tommy. He also leaves behind numerous aunts, uncles, and cousins, as well as caregiving friends Shelton Dowless, Joany Hicks and Steve Funk.

JAMES D. ALLEN. JR.

Jim Allen steamed into the sunset on November 8, 2017 at the age of 64. He worked for a number of M.E.B.A.-contracted companies and shortly before his retirement in 2003 he was serving as a Port Engineer with ASM/Patriot. He was a resident of San Francisco, CA and is survived by many family and friends including wife Helen, and daughters Stephanie and Melissa.

MARK POWERS ALFORD

Mark Alford shipped off to the source on May 26, 2018 at the age of 72 following a battle with cancer. He grew up in Southampton, NY and was a 1967 graduate of Maine Maritime Academy. That beginning set him up for a long and successful career at sea and he traveled the world many times over. He kept his engine rooms running smoothly onboard steam vessels then later on diesel container ships. Mark retired as a Chief Engineer after a notable 33-year career. When

not at sea, his favorite place to be was his home on the North Branch Road in East Middlebury, Vermont. He enjoyed alpine skiing, sailing, and was a licensed ham radio operator. He was known for his quick wit, his ability to fix anything, and his quiet strength. He was devoted to his family and a true friend to many. Mark is survived by his wife of 46 years, Emmy; his son and daughter-in-law Matthew and Paige Alford and their children Lily and Luke; his daughter and son-in-law Lauren and Carl Vickerson and their daughter, Mya; his sister, Carroll Chandigian; brother and sister-in-law, Peter and Betty Alford; many nieces, nephews, and friends.

JULIO A. FLORES ALONZO SR.



Eight bells rang for Julio Alonzo Sr. on June 24, 2018 at the age of 99. Born in Ecuador, he was one of 16 children.

He had a long and distinguished career and was a “Greatest Generation” mariner, the unheralded Fourth Arm of Defense that helped this nation persevere during World War II. He was a Second Lieutenant in the U.S. Coast Guard, then began delivering the goods as a mariner through dangerous U-boat infested waters. He also contributed to the war efforts in Korea, Vietnam and Operation Desert Storm in the U.S. Merchant Marine. He spent 35 years as a New Orleans resident before making the move to Metairie where he lived for 30 years. He was a parishioner of St. Leo the Great in New Orleans then became a parishioner of St. Ann Church and Shrine in Metairie. He joins his wife Virginia and daughter Elizabeth in death. He is survived by children Margarita Rosario Alonzo Butera, Virginia Lucia Alonzo Gassen; Julio Armando Alonzo, and John Joseph Alonzo. He also leaves behind grandchildren Angelina Maria Butera, Daniella Lucia Gassen Solarzano, Sabrina Elizabeth Gassen, Sophia Elizabeth Alonzo, Jonathan David

Lucio, Victoria Christina Gassen, Antonio Lizano Alonzo, Stephen Andrew Lucio and Joseph Lizano Alonzo. He was the great grandfather of Alaina Elizabeth Gassen Coleman.

DAVID THOMAS ANDERSON

David Anderson sailed into another life on August 3, 2018 at the age of 96. He left school in the eighth grade to work with his father in the plumbing business. He joined the Army in WWII and served in the Battery B 464th Parachute Field Artillery Battalion. He then began turning wrenches as a seagoing engineer and had a long and productive career at sea. He was a former member of Summerville (South Carolina) Presbyterian Church and a life member of Summerville Masonic Lodge #234. He is survived by children David, Jr., Martin, Nancy Louise Anderson, Donna Ruth A. Herring and Pamela Jean A. Copley. He also leaves behind seven grandsons, six granddaughters and five great grandchildren. He was predeceased by three sisters and five brothers.

CECIL M. BENSON JR.



Cecil Benson set sail for uncharted waters on Aug. 11, 2018 at the age of 92. He grew up in Kennebunkport and stayed in-state to attend Maine

Maritime Academy which he graduated in 1946. He began sailing as a deck officer on a variety of vessels and also became a commissioned officer in the U.S. Naval Reserve. After sailing ships with American Export Lines and United Fruit Company, he was called to active duty in 1954 and served as Navigator and Operations Officer on Sixth Fleet oilers operating in the Atlantic and Mediterranean Sea, rising to the rank of full lieutenant. In 1958, after his service with the Navy and his attendance at University of Maine - Orono, Cecil returned to the sea, making the shipping industry his career for the next 25 years. In that span of time he rose in rank from Third Mate

to Master, with extensive experience on break bulk cargo vessels, fishing/factory/freezer ships, tankers, container ships, gas turbine powered carriers, and nuclear propelled ships. In 1984, Cecil retired to his home on Paddy Creek in Cape Porpoise, Maine next to the house where his mother had grown up, and he dedicated much of his time to projects that combined his love of history, the sea, and his community. Cecil’s efforts as a board member and volunteer led to improvements to the Atlantic Hall and the Arundel Cemetery, and to a re-creation of the Benson blacksmith shop for the Kennebunkport Historical Society. He was also active in the Maine Maritime Academy Alumni Association, Boston and Portland Marine Societies, Kennebunkport Conservation Trust, Arundel Lodge #76, Arundel Yacht Club, and Old Goats Club. Cecil was especially pleased when the Trust restored the Clement Clark Boathouse, where he had spent so much time as a boy. Throughout retirement, he was an avid sailor, competing in the Boon Island Race well into his 80s. Cecil was predeceased by his beloved wife of 59 years, Ann Copenhaver Benson. He is survived by his children Cathy Wayland, Robert Benson and Laura Parsons; grandsons Isaac Parsons, Scott Benson, Chris Benson and Evan Parsons; and sisters Maryjane Benson and Susan Benson.

ALBERT BOSTORY



Albert Bostory found his safe haven August 17, 2018 at the age of 98. One week after the attack on Pearl Harbor, Al reported to the

U.S. Merchant Marine Academy at Kings Point, NY. In 1943, he got his degree, and went to sea supporting the war effort through August 1945. After the cessation of hostilities, he continued to put his Coast Guard license to good use and shipped out as Chief Engineer onboard steam and motor vessels during a long, impressive

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career at sea. He married Audrey in 1946 and they raised two children, Susan and Timothy. Although a world traveler, home is the place he loved the most, living in Rutherford, NJ for 72 years. Known as Al by friends and Pop-Pop by his family and especially his grandchildren, Albert loved to read non-fiction, discuss current events and see Broadway plays. His reassuring attitude that “all is well” will be missed. He was a long time parishioner of Saint Mary RC Church in Rutherford. He joins Audrey who died in 1983.

GEORGE TURNER BROWN JR.



George Turner Brown, Jr. shoved off to his eternal reward on September 7, 2018 at the age of 74. In 1966, George graduated from the

U.S. Merchant Marine Academy in Kings Point, NY with a BS in Marine Engineering. He spent 30 years sailing in the U.S. Merchant Marine and retired as a Chief Engineer. He loved working on projects around the house as well as cooking and watching movies with his family. He had a great sense of humor, a huge heart, and will be deeply missed. George is survived by his wife, Darnell and their children Joseph, Stephen and Carin Vines; grandchildren Liam, AnnaSophia, Cierra, Catherine, and Gavin; and brother James Brown.

RAYMOND F. BUTLER

Ray Butler sailed into another life on August 21, 2017 at the age of 94. He was a longtime member who shipped out for various companies, last serving as a Port Engineer with American Foreign Steamship in 1984. Ray was a resident of Sudbury, MA and is survived by sons Thomas and Jack among others.

FRANCIS (FRAN) CADDEN



Fran Cadden, part of the M.E.B.A. family since 1975, sailed into the sunset on October 30, 2018 at the age of 66 after battling cancer. Following

his graduation from the Calhoun M.E.B.A. Engineering School when it was on Light Street in Baltimore, Fran suited up with the M.E.B.A. and sailed on the Washington State Ferries as an oiler, as well as a variety of deep sea vessels for many years as an engineer. After a long and distinctive career, he took his well-deserved retirement but stayed active with the M.E.B.A. from his home in Towson Park, MD. He was a familiar face at the Baltimore hall and lent his expertise as a volunteer crewmember of the Liberty ship JOHN W. BROWN in Baltimore. He and his brother Joe took the old girl out for many excursions and he relished the opportunity to showcase the classic World War II vessel to younger generations. A real union man, solid, classy and fun to be around, Fran was the kind of guy you want in your foxhole. His passing is painful to his many friends and family and his M.E.B.A. brothers and sisters will never forget him. He was a resident of Essex, Maryland. Memorial contributions can be made to Project Liberty Ship at www.ssjohnbrown.org.

WILLIAM F. CARROLL

William Carroll sailed off to his final port of call on July 24, 2018 at the age of 95. He was a resident of San Anselmo, CA but made his name as a reliable and proficient deck officer on seagoing vessels around the world. He last shipped out for Marine Carriers in 1991 before filing for retirement. He joins his wife June who died in 2001.

JOHN CODISPOTI

John Codispoti booked his final passage on December 2, 2017 at the age of 88. He was a 1951 graduate of the U.S. Merchant Marine Academy. John was an excellent engineer and

valuable shipmate who proved his worth on various vessels sailing around the globe. He last went to sea working for M.E.B.A.-contracted Sigma Ship Agency in 1987. He was also a Naval Reserve veteran of the Vietnam War and put in 38 years of service. John was a member of the L.O.O.M. Lodge in Virginia. He is preceded in death by his wife Claire, daughter Nancy, sisters Florence Policicchio and Mildred Hancock and brothers Domenic, Vincent, Nathan, Angelo and Anthony. He is survived by sons John and Paul; four grandchildren; and two great-grandchildren. John was a resident of Warsaw, VA.

JAMES A. COLE

James Cole reached the end of the line on July 11, 2018 at the age of 90. He primarily sailed with Keystone and was a reliable and skilled engineer during his career that took him to exotic ports around the world. He last went to sea as a 3rd A/E aboard the KEYSTONE CANYON in 1994, shortly before his retirement. James was a resident of Las Vegas, NV and is survived by many family and friends.

RICHARD DIXON

Richard Dixon eased into the firmament on January 3, 2018 at the age of 85. He was raised in the Puget Sound area, and joined the Navy in 1950, where he served as a Second Class Petty Officer radioman aboard the LST 840 during the Korean War. During civilian life he worked as a technician for the radios aboard both small and large aircraft [a job which would send him to Vietnam twice in both the late '60s and again in 1972], as well as a letter carrier for the Postal Service of Redmond, OR. He retired in 1994 after serving as a seagoing Radio Officer since 1977. Richard married Esther Patton in 1956 and was her loving husband until she passed away in 2009. Richard was a renaissance man in the truest sense of the word. He built a sailboat by himself at 14, and remained a master of woodcraft throughout his long life. He was a

licensed pilot, as well as an amateur geologist, astronomer, and archeologist. He was a published author, with multiple articles written about either his many adventures as a sailor in the Navy or Merchant Marine or his experiences as an aircraft radio technician in the '50s, '60s, and '70s. He was a ham radio operator who could repair the most junked and ancient vacuum-tube type electronics that people found moldering away in their garages and attics. He loved nothing more than fishing the South Fork of the John Day River or hiking the many buttes and valleys of Central and Eastern Oregon. While the world is a lesser place for his passing, those lucky enough to have known him are richer because of the time he was with them. He will never be forgotten by any who knew and loved him. He is survived by his three remaining children: Susan Shockey, Patrick Dixon, and Annie Dixon-Moore. His eldest son, Clifford, passed away in 2007. Richard has two grandsons: Sage Imel and Rick Dixon. Rick Dixon is the father of Richard's three great-granddaughters: Olivia Fall, Madeline Fall, and Rose Fall.

JONATHAN N. DuBOSE

Jon DuBose was released from his earthly bonds on June 26, 2017 at the age of 91. A Florida native, he served in the U.S. Navy before transitioning to the U.S. Merchant Marine where he thrived as an efficient and popular shipmate. He made his home in Rincon, Georgia and was a Mason in the Solomon's Lodge. Survivors include his wife Sandra; children Nancy M. Speller and Donald DuBose; grandchildren Brittany and Erin Speller; and sister Christine Hinely.

JAMES J. DUFFY, JR.

James Duffy, Jr. shipped off toward his final destination on March 17, 2018 at the age of 75. He shipped out for years for a variety of companies aboard a slew of different vessels. He last went to sea onboard the SEALAND HAWAII before his retirement took hold in 2001. He was a resident of Cape Canaveral, FL and is survived

by his sister Patricia Whitman and brother Daniel Duffy among others.

THOMAS ECHO



Tom Echo, longtime member, strong advocate for workers' rights and former M.E.B.A. Patrolman in the old San Francisco Union hall, sailed into the sunset on September 24 at the age of 76. Tom saddled up with the Union in 1969 and shipped out as an engineer for various companies. He spent two years ashore starting in 1976 when he worked for the University of California as a campus engineer then spent time with the San Francisco Water Department. He then returned to shipping until January of 1992 when M.E.B.A. President Joel Bem, recalling Brother Echo's strong allegiance to unionism and a democratic M.E.B.A., asked Tom to serve as the Patrolman in San Francisco on an interim basis. Tom's dedication and work ethic led to his formal election to that position later that year. He was re-elected three years later to another three-year term. During his service as Patrolman, he was the principal negotiator for our contracts with Crowley Marine Services and Golden Gate Ferries and was instrumental in negotiations with Chevron, Matson, APL and other contracted-companies. He was active in solidarity with other unions as well and served as Delegate to the Labor Councils of San Francisco, Alameda and Contra Costa Counties. Tom was born in San Francisco. He served in the US Navy, was an avid golfer and loved music and reading books. He was a dedicated, honest, loving and caring person with a vibrant and social personality, touching the hearts of those he encountered. He was loyal, passionate about his beliefs, and mentored others with selflessness. Family was everything to him and he will be deeply missed and thought of fondly by those who knew him. He is survived by his wife, Mary Lou; daughters Shannon, Deborah, and Jennifer;

grandchildren Nathan and Ava; brother Walter "Sonny;" and sister Lisa.

JAMES E. EMEL

James Emel set sail for uncharted waters on April 30, 2018 at the age of 93. His time with the Union brought him all over the world and provided him a lifetime of memories and sea stories to relate in his retirement which began in 1979. He was a resident of Snohomish, WA and is survived by friends and family including daughters Dianna Ohm and Toni Wilson.

LARS OLOF ENQVIST

Lars Enqvist sailed into the sunset on June 21, 2017 at the age of 68. Born in Sweden, he was a member who sailed around the world on various vessels, last shipping with Keystone in 2008 as Chief Engineer. Lars was a resident of Santa Fe, NM and is survived by many family and friends.

HERMAN J. EUWEMA

Herman Euwema rose above the horizon on February 28, 2018 at the age of 93. He kept the communication lines open in ship radio shacks on various vessels in sea lanes around the world. He last served aboard the CAROLINA with Puerto Rico Marine. Herman was a resident of Princeton, NJ and is survived by admiring friends and family.

JOHN D. EVANS

The keys went silent for John Evans on September 18, 2017 at the age of 83. A Radio Officer, John spent much of his life on the ocean. Out of school, he joined the U.S. Navy and supported his country during the Korean Conflict. He shipped out commercially as a member of M.E.B.A., District No. 3-ROU and last went to sea in 1983 working onboard a Mobil Oil tanker. He was a resident of Narragansett, Rhode Island at the time of his passing and is survived by many family and friends.

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CHARLES D. FASTIDIO

Charles Fastidio made his final crossing on December 31, 2017 at the age of 85. He was a radio officer for M.E.B.A., District No. 3-ROU and kept the communication lines open on vessels around the world. He last shipped out for Farrell Lines aboard the SS RESOLUTE before he hung up his headphones and filed for retirement in 1998. Charles was a resident of Spring Valley, NY and is survived by many family and friends including wife Clotilde Aguila and step-daughter Salome Aguila-Hodge.

KENNETH ALBERT GARRISON

Ken Garrison sailed into safe harbor on February 25, 2018 at the age of 90. He was an excellent engineer who worked for various shipping companies including with M.E.B.A.-contracted Central Gulf. He last shipped out in 1989 shortly before his retirement from the sea. Ken was a resident of West Chester, PA and a former resident of North Bergen, New Jersey and is survived by many family and friends.

KENT R. HARDING

Kent Harding crossed the great divide on November 14, 2017 at the age of 76. He sailed all over the world for various shipping companies including Waterman and Chevron and shipped out on a variety of vessels. His retirement took hold in 2007 and he settled down in Nipomo, CA. He is survived by wife Sunnie among others.

WILLIAM S. HASLER

Bill Hasler sailed into the next life on August 31, 2017 at the age of 72. He was an active M.E.B.A. member who attended meetings and served on several rank and file committees (Credentials Committee, Financial Review Committee, contract negotiating committees). He worked for various shipping companies including Matson and APL sailing out of the San Francisco Union hall. He wound down his shipping career in early 2002 after several night relief jobs. Bill was a

San Francisco resident who is survived by family and friends including his children Barbara and Tom.

SAM HOCHBERG

Sam Hochberg sailed into the next life on November 30, 2017 at the age of 97. He was a member of the Brotherhood of Marine Officers (BMO) became an autonomous division of the M.E.B.A. and merged completely into District No. 1 in 1981). Sam had a long and successful seagoing career and retired in 1980. He was a resident of Newark, DE and is survived by his son Leonard among others.

RAYMOND P. HUTCHINS JR.

Ray Hutchins sailed toward the great unknown on June 20, 2018 at the age of 69. He had a long and prosperous career as an engineer and traveled the world many times over as Chief. He last went to sea aboard the LYKES NAVIGATOR in 1999 before filing for retirement. A resident of Missouri City, TX, Ray is survived by his wife Evelyn and sons Derek and Dolan.

RICHARD CHARLES KELLER

Richard Keller was promoted to glory on January 12, 2018 at the age of 72. Richard earned his BS in Engineering at the United States Merchant Marine Academy in Kings Point, NY. He sailed for three years on large steam-engine cargo vessels coming ashore and working for several shipping companies in the New York, New Orleans and Houston areas. He took early retirement at age 55 achieving the prestigious position of Senior Port Engineer for Sea-Land Service. During his high school and college years and beyond, he ran professional track achieving gold medals in the 100 yard dash and broad jump for the Penn Relays, AAU National Championship, National Scottish Game and many more. He still holds the track record both in his high school and college. He was very involved with the M.E.B.A. during his time with the Union. Richard's accomplishments include

being elected to the seat of councilman in Sea Bright, NJ, and being honored with placement in the Hall of Fame for track at his college, USMMA. He earned his pilot's license in his twenties and was an avid participant in golf and tennis. Richard loved music and was an accomplished trumpet player as well as proficient on both the electric and acoustic guitar. He loved the ballet and a proud moment was meeting Rudolf Nureyev after Nureyev's first performance in NYC. Most of all, he loved the sea. His fondest memories were sunsets on the beach in Destin, Florida with his three girls sipping champagne and toasting "One-eyed Willie." Richard was a deeply religious Catholic and a truly honest man. He is survived by his devoted and loving wife, Jackie, his two amazing daughters April Metz and Laura O'Connor and two beautiful grandchildren Ava Metz and Patrick O'Connor, the sunshine of his life; Richard's only brother John Keller and John's four children Nan, Maggie, Josh, Ben, their spouses and children, along with cousins Martha Parry, Lucienne and Charles Robinson, their children and his devoted sisters-in-law, Bobbie and Toni Barosky and Marianne Glombiak.

PERCY NIELS KNUDSEN



Percy Knudsen rose above the horizon August 26, 2018 at the age of 88. He was raised in Germany and suited up with the U.S. Navy when

he came back to this country. He then transitioned to the commercial side and shipped out on vessels around the world as an engineer. He also worked as a private consultant for numerous shipping companies. After his retirement, he used his expertise for heating and air conditioning work. He was of the Lutheran faith and was a Master Mason. He joins his wife Mary in death and is survived by children Kit, Henry Furman Branham, Mary Roddy and Catherine Branham; and sister Doloris Ghyselinck.

THOMAS M. LEAHY

Tom Leahy, past M.E.B.A. Baltimore Branch Agent who returned to the hall on Eastern Avenue in recent years to serve as its Dispatcher, steamed into the sunset on Jan. 22, 2019 at the age of 71. Tom served in the Navy before attending the U.S. Merchant Marine Academy and suiting up with the M.E.B.A. He shipped out on a variety of vessels, last serving as 1st A/E aboard Matson's LURLINE before coming shoreside to work as the Representative in the old Fort Lauderdale hall after he became concerned with the direction of the Union. He continued efforts to help "right the ship" as part of the MAD Committee which successfully challenged a Gene DeFries administration that was drifting away from democracy. Despite several years of battling through kidney disease which eventually resulted in a successful transplant, Tom's stamina and resolve got him through that period. He was elected Patrolman of the Baltimore hall in 1992 and supplemented that work by assisting President Gordon Ward's administration on various projects and initiatives. In 1998, he was elected to a three-year term as the Branch Agent in Baltimore during the Larry O'Toole administration. He was part of the team that helped organize mariners in the Cape May-Lewes Ferry unit bringing them into membership. He kept active with the M.E.B.A. and worked on behalf of the labor movement even after he left office in 2002. He was one of the founding fathers of the M.E.B.A.'s Merchant Marine Memorial at the Calhoun M.E.B.A. Engineering School that honors mariners past and present. Over the years, he would fill in at the Baltimore hall as needed and he answered the call when the Union needed a dedicated Dispatcher to work the hall in 2014 after our space on Eastern Avenue was downsized. He continued in that role until late 2017 when he was relieved by current Dispatcher Jamie Butler. Quite a character, Tom was engaging, affable and unconventional. A real good guy, he had a great sense of humor and he

was fun to be around. Tom will be missed. He was buried in New Haven, Connecticut in All Saints Cemetery. He is survived by his sister Carole Leahy along with many relatives and friends, including his M.E.B.A. family. Members responded generously when asked to contribute toward a plaque to honor Tom at the M.E.B.A. Merchant Marine Memorial in Easton, MD.

DONALD R. LIPPERT

Don Lippert made his last muster on August 28, 2017 at the age of 91. He had a long and successful career with the Union supplementing the nation's economy and national security with his service aboard vessels around the world. He last went to sea in 1980 shortly before his retirement. Don is survived by his wife Joyce Ann, children Dennis, Ramona Meher, Charles, and Priscilla Lippert. Stepchildren Nanette & Stan Allison; Melissa & Mark Sutherland; and Mark & Debra Smith; as well as ten grandchildren and several great-grandchildren.

JOSE LOZANO

Jose Lozano sailed toward distant lands on September 13, 2017 at the age of 77. He was a Radio Officer who kept the communication lines open on various vessels around the world. He last went to sea in 1997 aboard the RO/RO vessel CROWLEY SENATOR. He was a resident of Hialeah, FL and is survived by his wife Shirley and daughters Leslie and Sheryl.

DAVID W. MARKS



David W. Marks set course for calmer waters on October 1, 2018 at the age of 98. Dave was born in Tacoma, WA and grew up in Milwaukee, WI.

He graduated from the U.S. Merchant Marine Academy at Kings Point NY and was first in his class. Dave was one of the "Greatest Generation" mariners who served our country in both WWII and Korea. He had a long career as an

engineer on land and sea. He served as Chief Engineer on a variety of vessels for many shipping companies during a long and impressive career at sea that concluded in 1986 with his retirement. He was a very humble man and loved the game of golf. He will be greatly missed by all who knew him. Dave's ashes were returned to the sea. He is survived by his wife Adrienne, son Richard (Sandy); daughters Jeffrie and Gini Lee; sister Gerry Tatham, numerous grandchildren, nieces, nephews and his four dogs.

J. E. "JACK" MCKLEROY

Jack McKleroy crossed the final bar on July 14, 2018 at the age of 91. He grew up in Blountsville, AL with 12 brothers and sisters. He was a man who believed in himself, always did his best, valued education, treated everyone the same and followed his dreams, but always had a backup plan. He served on vessels around the world for 21 years and was a longtime Chief Engineer for Lykes Bros. Steamship Co. He hung up his boiler suit in 1985 when he retired and settled down in Daphne, AL. He was Chief Engineer for Lykes Brothers Steamship Company, retiring in 1985 after 21 years of service. Jack joins his wife Vivian in death. He is survived by daughter Jackie Davis and a large extended family, as well as caring neighbors and friends.

JACKSON MEYER

Jackson Meyer climbed the gangway to the great beyond on September 22, 2018 at the age of 90. He was a kind man and always put others first and loved animals, especially his dog and companion Sugar. He adored his little sidekick, his great granddaughter, Olivia. They had a connection that was very special. She softened his heart and he taught her how to love and be kind to the elderly. He enjoyed going out to eat and was a regular at Sunny Side Up on the weekends. Until recently he enjoyed spending many mornings at the mall with his group of friends drinking coffee and enjoying each other's friendship. He was a member of

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the Elks Club and a former member of the Exchange Club of Savannah. He was an extra in several movies that were filmed in Savannah including "1969" and "Love Crimes." As a young man, he pursued a career at sea and worked his way up from electrician to Chief Engineer. He also spent time in the Coast Guard. He traveled the world for 47 years in both peace and war before retiring from the sea in 1992, last working for Waterman Steamship Company onboard the ROBERT E. LEE. He was a smart man and was always willing to help anyone. There is nothing that he couldn't do if he set his mind to it. He will truly be missed by friends, loved ones and neighbors. In death, he joins his wife Christine, son Eddie and sister Patricia Corcoran. Survivors include his daughter, Brenda Meyer Seeba, son, Rick Ogletree; grandchildren Joshua Mears, Melanie Myers, Karen Gaddy and Brian Ogletree; five great granddaughters, Olivia Mears, Christina Hunger, Allison Hunger, Anna Grace Hunger, and Emaline Gaddy; and sister Sharon Damyen and brother Ron Flori as well as several nieces and nephews.

THOMAS WESLEY MILLER



Thomas Miller eased into eternity on August 17, 2018 at the age of 73. After graduating high school as salutatorian, Tom attended Dartmouth

College, where he obtained a bachelor's degree in government. Shortly after, he began his career as a seagoing engineer. Seeing the difficulties in less advantaged nations and interactions with other cultures had a significant impact on him. Tom was always conscious of people's struggles and did his best to help however he could. After retiring from the sea to stay home with his family, Tom became an avid reader and all-around bibliophile. He could always be found with a book in his hand and a tidbit of knowledge to share. He would often spend hours reading with coffee in one hand and a cookie in the other. He had a massive

sweet tooth and would eat anything, as long as it contained chocolate. Tom was many things. He was forgetful, but remembered minute details about a person; quiet, but had a large presence; eccentric, yet also consistent and dependable. He was stubborn, but willing to accommodate others. He was brilliant, being both well-traveled and well-read. He cared deeply for those he loved and found unique ways to express it. Tom was a devoted husband, father, and friend. He will be as missed as much as he was loved.

STEVE NOAH

The keys went silent for Steve Noah on February 22, 2019 at the age of 73 after a valiant year-long battle with pancreatic cancer. He was a native of the Pacific Northwest and a resident of Edmonds, WA. Steve started his Radio Officer career aboard NOAA (US Coast and Geodetic Survey) ships out of Seattle, WA, then turned toward MSC (Military Sealift Command) for extended voyages on Sealift Class tankers. He then shipped out of the Union hall for relief jobs on bulkers on international routes as well as tankers in the TAPS (Trans-Alaska Pipeline System) trade. He went on to a semi-permanent job aboard Delta Steamship vessels sailing on West Coast US to South America ports. Steve's final seagoing job was a permanent position on the SEA-LAND NAVIGATOR, sailing West Coast US to the Far East which he did until his retirement. Steve came ashore after his seagoing days were over but worked part time on the same class of vessels during their port stays to maintain their radio/GMDSS work orders. He also worked on weather buoy information collection/service with contracted vessels. Brother Noah is survived by his loving life mate Jeela Ganje, his sister Christine Mackenzie (Delmar) and many nieces and nephews.

RALPH H. OLSON

Ralph Olson pushed off toward his final frontier on February 27, 2018 at the age of 83. He was an excellent

engineer and popular shipmate who sailed on various vessels throughout the years. He last shipped out aboard the SEA-LAND NAVIGATOR in 1994 shortly before his retirement. Ralph was a resident of Escanaba, MI and is survived by many family and friends including sister Betty Pearson.

ALFRED C. PERRY

Alfred Perry sailed toward safe haven on July 30, 2018 at the age of 90. He strung together a series of productive years at sea performing engine room miracles on vessels traversing the world's shipping lanes. He last went to sea in 1985 onboard the APL vessel SS PRESIDENT JOHNSON. Alfred was a resident of Post Falls, ID. He is survived by his children Dawn Wagner and Alfred Jr. among many others.

LESLIE E. PHILLIPS

Leslie Phillips reached the end of the line on September 4, 2017 at the age of 73. He was an excellent and efficient engineer who kept his vessels running smoothly. He last went to sea with Shipmor Associates sailing as Chief Engineer. He was a resident of Pensacola, FL and is survived by his brother Marshall among others.

HENRY D. PICKETT

Henry Pickett made sail for the great unknown on February 14, 2018 at the age of 89. He was a longtime member who sailed for a number of shipping companies on vessels around the world. He last shipped out with Sea-Land Service aboard the SEA-LAND EXPLORER. His retirement took effect on the first day of 1994. Henry joins his wife Anna who died in 2011. He was a resident of Tacoma, WA and is survived by many family and friends.

WILLIAM K. RED

William Red sailed toward his final port call on June 20, 2018 He honed his craft at Fort Trumbull U.S. Maritime Officer's Training School setting him up for a productive and prosperous career at sea. He shipped out in service to his country in WWII

as a merchant mariner as part of the “Fourth Arm of Defense. He continued his service in peacetime, for another 25 years with Grace Lines and United States Lines sailing on freighters and cruise ships. In 1970, he came in from the sea and began working ashore as an engineer until 1989. William was multi-talented and enjoyed many interests from carpentry to gardening to music and piloting his motor boat on the Hudson. He joins his wife Catherine who died in 1996, and his daughter Maureen who passed in 2008. William Red is survived by his daughters Patricia and Eileen.

EDWARD R. REDDITT

Ed Redditt sailed off to his final port of call on November 21, 2017 at the age of 88. He sailed for various companies on a number of vessels during a long and distinguished career. His retirement from the sea was effective in January 1980. Ed was a resident of Fairhope, AK and is survived by daughter Julia Summerlin among others.

JOHN ANDREW REED III



John Reed crossed the great divide on December 27, 2018 at the age of 84. After his family broke up at age 10, he lived with relatives in

Cape May County, NJ and left home with one bag on his last day of high school. Soon he got drafted into the U.S. Army and repaired helicopters during the Korean War. After that, he worked and self-studied to earn his Coast Guard license and went to sea, eventually working his way up to Chief Engineer. He mostly sailed on large cargo vessels around the world, visiting over 100 countries and living a fabled life of “high seas adventure.” His “high seas romance” came in 1975 when, while running a cruise ship circumnavigating South America, he fell in love with one of his passengers, Jan Reich. They married the following year and moved to Woodinville, WA, where they lived for 33 years and raised

two sons: John Andrew IV “Drew” and Mark. Drew became a two-time WA State champion kickboxer and a U.S. Navy intelligence officer and security manager. Mark earned four degrees from MIT and became a nuclear engineering research scientist. John retired young in the early 1990s and enjoyed two more decades of good health and “high mountain adventure” – exploring rivers, lakes, ghost towns, and mines in the Cascade Mountains alone and with his sons. John and Jan moved to Yakima, WA in 2009. John finally stopped hiking alone at age 75 and slowly faded away with Alzheimer’s disease, remaining happy and content at home with Jan through his last day. He passed peacefully in his sleep. John is an example of how someone raised in a dysfunctional environment with meager resources can rise up to have a great family and career. The circumstances of your birth need not define your life. He is survived by his wife Jan, sisters Betty Bigalbal and Pat Camacho, sons John Andrew IV “Drew” (Sarah) and Mark, and grandchildren John Andrew V and Hannah.

WILLIAM J. RILEY



William Riley sailed into the next life on January 2, 2019 at the age of 94 in Easton, MD. He went to sea for over 50

years and served on vessels supporting the war cause during World War II, Korea and Vietnam. He served aboard the D.G. SCOFIELD in 1944 and 1945 and aboard the W.H. BERG during 1945. Those ships were stationed in North Africa and the South Pacific. He was awarded the Merchant Marine Emblem, the Pacific War Zone Bar and the Honorable Service Button for his WWII service. In the Korean and Vietnam Wars, he served aboard munitions and troop ships, including the GENERAL MEIGS. He was an ensign in the U.S. Naval Reserve from 1949 to 1961. Bill sailed with United States Lines,

Matson Navigation, America Hess and many other shipping companies over the years. His favorite ship he ever served on was the luxury liner S.S. UNITED STATES. He retired as Chief Engineer in April of 1992. He is survived by many family and friends including wife of 28 years Denise.

KENNETH R. RITZINGER



Ken Ritzinger steamed into the hereafter on March 15, 2019 at the age of 65. Born in New Haven, Connecticut, his summers were

spent on Block Island, RI at his family’s much loved property, the Vaill Hotel & Country Club. He later co-owned Ballard’s Service Station on Block Island where he worked alongside his father, Louis. Ken’s mechanical aptness led him to the sea where he worked his way from an oiler on the vessel STUYVESANT to Chief Engineer on the OVERSEAS ANACORTES. Ken worked for OSG Ship Management since 2005, and was a proud member of the M.E.B.A. He took great pride in his work and was always willing to share his knowledge with the crew that worked beside him. His career took him around the world and across many oceans. He was greatly respected and loved in his industry. Ken had an enormous heart, he was generous and loving to his many friends and family. He will be greatly missed by all of them. Ken is predeceased by his beloved son, Wren Ritzinger. He leaves behind his daughter, Elizabeth Tetzner; brother, Greg Ritzinger; sister-in-law, Josette; sister, Cynthia Passmore; brother-in-law, Ward; nieces, Chelsea Passmore, Dorey Passmore, and Ellen Ritzinger; nephews, Louis and Evan Ritzinger; dear friend, Jimmy Collins; and a much loved dog named Poncho.

ARTHUR JOEL RUBEN

The keys went silent for Arthur Ruben on August 30, 2017 at the age of 74. Arthur was born in Pittsburgh, Pennsylvania, and lived in Florida

for the past 37 years. Art served his country in the United States Air Force before starting his career working with electronics. He sailed in ship radio shacks for 21 years then was an electronics technician with BellSouth for the past 18. He had a lifelong love of ham radios, history, birds, and animals. He is survived by his wife of 50 years Jenber Lee, daughter Joelle and granddaughter Alison.

HOWARD I. SCHENKMAN

Howard Schenkman voyaged to the great beyond on September 2, 2017 at the age of 94. He shipped out for years on various vessels during a long and successful career. He last sailed for Sea-Land Service in 1986 aboard the SEA-LAND VOYAGER. Howard was a resident of Lauder Hill, FL and is survived by many family and friends including niece Randy Leseten.

PETER JOSEPH SCHUFFELS



Pete Schuffels sailed into safe harbor on October 23, 2018 at the age of 75. He was a longtime member and Chief Engineer who also served as

an M.E.B.A. official during almost 40 years in the industry. An immense motorcycle enthusiast, he was struck by a Virginia Beach service vehicle while motoring his way home. Pete served four years in the U.S. Army as Tank Crewman and was stationed in Germany. He then sailed on vessels in the international fleet before joining the M.E.B.A. and embarking on a long distinguished career at sea with the Military Sealift Command in 1979. He headed up multiple Combat Stores ships, Underway Replenishment tankers and Survey vessels as Chief Engineer including the USNS COMFORT, SPICA, SATURN, TANNER, KANAWHA and KAISER, among many others. After he retired from sailing with MSC, he served as Deputy Program Manager at the CIVMAR Support Center focusing on recruiting efforts,

employee orientation and mariner support. In 2011, the M.E.B.A. brought him back to the fold to head up operations at our Norfolk Union hall and serve as our Government Fleet Representative. He stayed on until 2014 easing into retirement after he helped transition current Norfolk Branch Agent and Govt. Fleet Representative Tracy Burke into the job. He was a resident of Knotts Island, NC. To stay busy in retirement, he volunteered at St. John the Apostle Catholic Church – typical for Pete, one of the nicest guys you could meet, funny, kind and generous. Being an avid motorcycle rider, he was a member of the Combat Veterans Motorcycle Association. He also had a keen interest in history, especially combat warfare and historical campaigns which led him to become a docent at the Military Aviation Museum where he assisted in coordinating the military displays at the “Warbirds Over the Beach” air shows. Pete leaves behind his wife Zenaida and son Alex, among many family and friends who miss him.

CHARLES STEWART

Charles Stewart eased into the firmament on August 26, 2018 at the age of 84. He strung together a series of great years with the Union which served him well as a pensioner. Charles was a resident of Lauderdale Lakes, FL and is survived by his wife Nyoka among others.

ROBERT A. THOMAS

Robert Thomas sailed toward his final rest on August 12, 2018 at the age of 87. He shipped out of West Coast halls during a colorful and productive career that brought him all over the world. He last worked aboard the SS KAUI for Matson Navigation shortly before his 1996 retirement. He joins his wife Gertrude who died in 2008. Robert is survived by his daughter Elizabeth Potter among others.

MURL DEAN TUCKER

Murl Tucker sailed toward safe haven on March 17, 2018 at the age of 91. He was an efficient engineer who spent time on vessels all over the world keeping his engine rooms humming. In the late 1980s shortly before his retirement, he served as a Port Engineer with Sea-Land Service. Murl was a resident of Stanton, CA and is survived by many family and friends including son Murl, Jr.

JAMES PAUL WELCH WATTERS



Jim Watters reached his final shore on February 6, 2019 at the age of 71 due to complications from cancer. Jim was a 1968 graduate of

the Calhoun M.E.B.A. Engineering School and immediately began serving his country as a mariner during the Vietnam era. He went to sea for 27 years, retiring as Chief Engineer. He last served on the ENERGY INDEPENDENCE. After his seagoing career, he continued to work shoreside within the industry for another 12 years as quality assurance manager at Keystone Shipping Company. He also proudly served his community as volunteer fireman in Deer Park Fire Company. He is survived by his loving wife of 50 years Linda, children Stephanie, Jennifer, and James and three wonderful grandchildren Matthew Ryan and Kyle, his sister Margret, her husband George and their children Amanda and James. A loving husband, brother, father, and grandfather, those who knew him will always remember him.

ROY B. WELLS

Roy Wells climbed the gangway to the great beyond on January 5, 2018 at the age of 90. Roy was a hard worker and a good shipmate. He took pride in making sure that his crew always delivered the goods. Roy last went to sea in 1992 before filing for retirement. He was a resident of Manson, IA and is survived by many family and friends.

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**Faces around
the Fleet**

Too good to keep their talents on the shelf, M.E.B.A. retirees in Tampa contribute their time and efforts to the engine room of the AMERICAN VICTORY. The vessel is one of two WWII Victory ships still operational. Left to right are Joe Barbacane, Charles Norval, Dick Jager and Bob Mecker. They were getting ready to pull the doors on the port and starboard boilers.



Civilian mariners on Military Sealift Command's dry cargo/ammunition ship USNS ROBERT E. PEARY bring aboard retrograde supplies and material from the amphibious assault ship USS IWO JIMA during an underway replenishment at sea. (U.S. Navy photo by Bill Mesta)



Dispatcher Michelle McGlaston does a great job at the Oakland hall where she keeps things running smoothly. Thanks to member Christian Yuhos for the photo.



Presidents Day onboard the Hapag/MTL geared containership YORKTOWN EXPRESS featured a cookout hosted by Captain and head chef Luke Catarius who has been with the M.E.B.A. since 2003. Pictured left to right, are Cadet Kevin Holmes, C/E Trent Thornton, 1st A/E Jeff Hitzel, C/M Doug Sier, 3rd A/E John Rose, 2nd A/E Jeff Frobenius and Capt. Catarius.