

M.E.B.A.

# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)  
2020 (Issue #1)

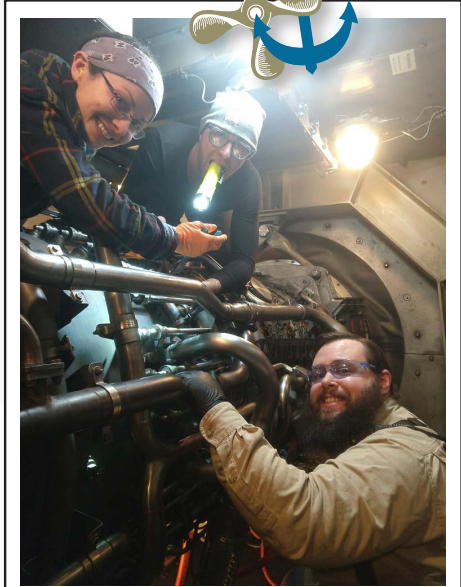


## Hapag-Lloyd USA Invests in the U.S.-Flag Fleet





**Faces around  
the Fleet**



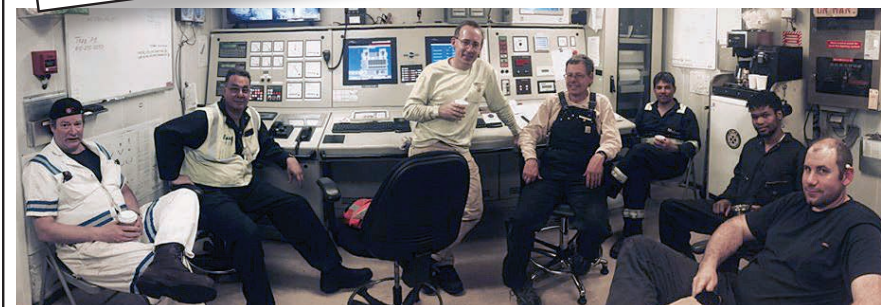
Onboard the Patriot-managed USNS WATKINS, engine room officers get ready for some work on the gas turbine as they disconnect fuel lines during a shipyard period. Left to right are 3rd A/E Brenda Weeks, 2nd A/E Nick Agati and 1st A/E Josh Knowles. Thanks to QMED Katie Chelekis for the photo.



Last year, Schuyler Line Navigation Co. was re-awarded the contract to operate the shallow-draft chemical tanker SLNC PAX for the Military Sealift Command. Patriot Contract Services continues as the ship manager and the vessel remains in good hands with expert M.E.B.A. officers in the engine room.



L-R, Chief Engineer Gregg Goldie, 3rd A/E Damian Dyrda, 1st A/E Stephan Kuznicki and Captain Ben Feinman aboard Interlake Steamship Company's HERBERT C. JACKSON.



M.E.B.A. engineers coordinating on their next project in the Control Room of the Matson MAUNALEI during coffee time. From left to right are Matson Senior Port Engineer Todd Simonse, longtime ace Art from Progressive Electric, 2nd A/E James Soucy, 1st A/E Jamie McPoland, Port Relief Engineer Gordon Marsh, 3rd A/E Louis Brooks and C/E Mike Brady. Thanks to L.A. Patrolman John McElhone who snapped the photo during a ship visit.

**On the Cover:**

*Hapag-Lloyd USA demonstrated its further commitment to the Stars and Stripes as the company brought in an additional ship to its U.S.-flag fleet. The RIO GRANDE EXPRESS is operating between North Europe and East/Gulf Coast U.S. ports with M.E.B.A. deck and engine officers. Senior officers serving on the ship include (l-r) Captain Sam Leshner, Chief Mate Scott Adler, Captain Doug Sier, Chief Engineer Eric Towne, 1st A/E Craig LaChance and Chief Engineer Jeff Hitzel.*

**Marine Officer**

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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

## COVID-19 Challenges

The M.E.B.A. has worked through challenging times over the years, especially during economic downturns, but the COVID-19 pandemic has added a significant and broader challenge that affects us nationally and across the globe. Though some have predicted such a pandemic would eventually occur, the lack of comprehensive planning and our economic social structure has left many unprepared for such an event. This crisis has shown how many at the lower end of the economic ladder, whether in the service industry or elsewhere, with minimum paying jobs that provide insufficient benefits, has left many people without the most basic security net needed to survive job loss for even a very short period of time. As many have pointed out, this crisis should serve as a game-changer for most societies going forward, but the question is will it?

To those first responders on the front lines, the medical services community, paramedics, police and firemen, and as always, those in the armed services, we all owe a large debt of gratitude. To those working in grocery stores, drug stores, providing for trash disposal and other essential businesses, who continue to provide these barest of necessities to all communities, we also owe them a large debt of gratitude. As we have all learned, this crisis has shown that there are many unrecognized day-to-day heroes that continue working under what are surely hazardous conditions.

Additionally, as all of us in the maritime industry are aware, transportation in general is something that many have simply taken for granted over the years. It has been pointed out just recently, due to the COVID-19 shutdown, the necessity for transportation sectors to remain viable in order to maintain the core of our economy in operation. Essential employees must be transported to work, and cargo and freight must keep moving by air, sea, rail and road to final destinations. While some sectors of our economy must close to reduce the social gathering concerns as put forth by the Centers for Disease Control (CDC) and many can work remotely, that is not feasible for those working on the front lines that are required to transport the bare essentials and goods to all communities.

The transportation unions, including maritime, as well as all unions representing labor in general, are facing differing struggles due to the pandemic. Some unions, because of their industry or job base, have been hit with staggering loss of employment. Transportation unions are on the front lines, and even though many are deemed essential workers, this does

not preclude a large number in different transportation sectors from losing employment. Certain sectors of the transportation industry have been severely affected due to the cessation of all but necessary travel, and while there are those transportation workers that have been fortunate to remain employed, there are a significant number that have not been as fortunate and have lost employment.

We are all facing these challenges together but this time is certainly different due to the unprecedented challenges nationally and globally. In the US, as with all countries across the globe, it will require perseverance and fortitude to remain committed to the best course for the long-term, as deemed necessary by all the supporting data and science, in order to see us all through this global crisis. If we do not remain committed or choose to think otherwise, then the concern with continued virus outbreaks or multiple reoccurrences may be realized.

The M.E.B.A. has and will continue to take the necessary precautions and preventative measures to follow CDC recommended protocols, to ensure the health and safety of our members and employees. With regard to M.E.B.A. Union officials, representatives and staff employees, we have ensured that those who can work remotely are doing so for the most part, and we are providing for those that are necessary to man M.E.B.A. Headquarters and the Union hiring halls, to limit or stagger their working hours. We have maintained our Union hiring halls in operation strictly for those members seeking employment, as well as providing measures to allow members who so choose, to take extra safety precautions when attending job calls. Further, M.E.B.A. Plans in Baltimore, MD, and the Calhoun M.E.B.A. Engineering School in Easton, MD, which has temporarily closed, have taken identical measures as well.

With regard to our members working onboard ship, we have been working with our contracted Companies to ensure that Company protocols follow the common sense CDC guidelines and address the concerns of our members to ensure the safest working conditions can be achieved under the circumstances. It should be noted the Union has stated repeatedly, in numerous communications to our members and Companies, that despite the challenges presented by COVID-19 our contracts will not be disregarded. Adhering to our contracts remains necessary, and it should be noted if there is justification to consider waiving any contract term or condition, the contract provides the parties a means to do so.

*continued on page 2*



## President's Message Continued

While Company protocols may differ in some respects for COVID-19 due to specific business operations, i.e. international trade, Jones Act, Government contract ship manager, State, Local or County ferry service, cruise ship and others, the Union continues to work with our Employers daily to ensure our members' concerns are addressed as well as can be expected, with the resources at hand. It should be obvious to all that engaging in fault finding or finger pointing, as some are in the political world, is not only a waste of time and resources, but detracts from the more important focus needed to find the best solutions for the problems we are all confronted with. This may involve taking necessary action when the best solutions available are not necessarily perfect. If we are able to all agree on one thing, we should be able to agree that unfortunately there is no silver bullet, and that is the reality we must work with.

Those M.E.B.A. members employed with our ferry systems around the country, even though passenger volumes have significantly decreased, know they are returning to work daily in environments where they cannot be completely isolated from exposure to others, and social distancing is difficult to achieve 100%. These members are on the front lines to ensure that other essential workers, especially the first responders previously mentioned, are transported to and from work. These ferry systems include the Staten Island Ferries, Washington State Ferries, Alaska Marine Highway System, Golden Gate Ferry, Delaware River and Bay Authority, Woods Hole Steamship Authority as well as all the other smaller ferry systems the M.E.B.A. represents, which provide critical service to support the first responders and other essential workers.

Those M.E.B.A. members working in the international and Jones Act trades should know that without available testing, the Company protocols provided remain, at the least, the best practices as determined by the CDC and include other industry recommendations and guidance. The Union has stated that when testing is available, those serving on vessels

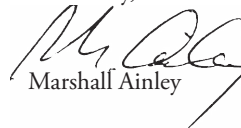
in the International trade not in close proximity to immediate medical care, should be considered a priority for testing.

Our members on the US-flag PRIDE OF AMERICA, Norwegian Cruise Line America (NCLA), know the critical nature of the Company protocols used are necessary to maintain a safe environment onboard ship for all crew. Due to the immediate impact of COVID-19 on the cruise industry, as well as the CDC "no-sail" order which has affected both US and international cruise ships, many international crew members remain stranded onboard their vessels in quarantine. This issue is of grave concern and we support the International Transport Workers' Federation (ITF) with their actions to provide relief to all crew isolated onboard these cruise vessels.

Our members should understand that the Union will continue to work with the other maritime and transportation unions, our contracted Companies, US Government agencies and other industry stakeholders to put forth a collective effort, to make the best decisions necessary for reliable and continuous operation of our US-flag vessels. In this way, the Union hopes to provide the best support and representation to our membership, since all maritime workers play an integral and essential role ensuring the viability of our Maritime Transportation System (MTS) to provide for our country's national and economic security.

Please continue to adhere to all CDC guidance, other industry guidance and Company protocols to ensure your own health and safety, that of your families, friends and the union sisters and brothers you work with daily. As has been stated, the global community is at war with the COVID-19 virus. The M.E.B.A., as well as the other US maritime unions, including both mariners and longshoremen, continue to prove that we will maintain our Maritime Transportation System fully operational in times of peace and war.

Fraternally,



Marshall Ainley

## Faces around the Fleet



Current and retired M.E.B.A. members joined forces at Kincaid's restaurant in Oakland's Jack London Square to honor M.E.B.A. Chief Engineer Mark Newburg on the occasion of his retirement. Mark most recently served as delivery Chief Engineer onboard the Matson vessel DANIEL K. INOUYE. From left to right are retired members Paul Krupa, Bill Hall, Darel Jenkins and Mark Newburg, along with active members Todd Simonse (Matson Sr. Port Engineer) and Matson Port Engineers George Thanash and Chris Thomas.



# Maritime Labor: Delivering Goods 24/7

*The Maritime Labor Alliance, which includes the ARA, IBU, ILWU, M.E.B.A. and the MM&P, issued a reminder that maritime labor remains on watch during the ongoing pandemic, is propping up the logistical lifelines and continues to deliver the goods:*

While much of the economy has shut down or otherwise gone into hibernation as a result of COVID-19, there is one essential United States industry that continues its work uninterrupted and undaunted. That is the maritime industry. The women and men working the docks, ships, tugs, ferries and vessels of all types continue to maintain the flow of essential supplies that sustain our lives. Essential products and commodities are transported by water to keep our communities nourished, industry fueled, and troops overseas provisioned. First responders and essential workers of all kinds commute to work aboard the ferries of our major port cities.

Twenty-four hours a day, seven days a week, American maritime labor maintains our logistical lifelines at sea and on the waterfront. In peace and in war, be it torpedoes or the current pandemic, Union labor has always risen to the challenge, gotten the job done and delivered the goods. What does maritime labor require in return? Nothing more than we have ever fought for: safe workplaces, reasonable terms and conditions of employment and the respect and security that all working Americans should have.

Today, at a time when organized labor and collective bargaining rights are under relentless and slanderous attack, we the undersigned organizations write to bring to your attention the fact that Union labor has always made the sacrifices and collective effort necessary to see us through

times of national emergency. Today is no different. The women and men loading and discharging cargo and delivering the goods across the waterways of our country and the oceans of the globe are doing their part as they have always done and always will, as long as our nation remains a democracy and respects the rights of working people.

## Union Keeping Members Informed

The M.E.B.A. continues to keep our people informed through the weekly *Telex Times* as well as through intermittent e-mail blast updates sent to members, applicants and retirees with email addresses on file with Headquarters.

Such information has included valuable information related to the hiring halls, M.E.B.A. Benefits Plans, the temporary closure of the Calhoun M.E.B.A. Engineering School and other M.E.B.A. intensive news.

Updates and relevant information are also posted on our website ([www.mebaunion.org](http://www.mebaunion.org)) in the "Documents & Member Notices" section. Those updates include many All Ports Bulletins, USCG Marine Safety bulletins, CDC and other guidance, and information and developments stemming from the ongoing pandemic.

If you want to ensure that you are part of the contact list receiving future updates, please visit the M.E.B.A. website ([www.mebaunion.org](http://www.mebaunion.org)) and update your information using an M.E.B.A. Database Update Form. Those wishing to subscribe to the weekly *Telex Times* should send an email request to the Editor at [marco@mebaunion.org](mailto:marco@mebaunion.org)



*The maritime labor onboard vessels like the APL GULF EXPRESS and their logistics networks continue their relentless service to our nation and economy during the ongoing crisis. (Photo credit: Capt. Larry Aashiem)*





Chief Engineer Ryan Novak and Captain Jeremy Mock onboard the Interlake Steamship Company Tug DOROTHY ANN/PATHFINDER in Cleveland, OH.



A team picture of the engine crew on the OSG vessel OVERSEAS MARTINEZ during an overhaul of four pistons and liners. From left to right are C/E Paul Russell, DEU J.R. Eludo, 1st A/E Pat Ryan, 3rd A/E John Stratton, Cadet Albert Pedriali, DEU Daveyon Burton and 2nd A/E Matt Hester. Thanks to Pat Ryan who sent in the shot.



Kings Point cadets visited the M.E.B.A. New Jersey hall in late February. Patrolman Nico Sermoneta (far left), along with members Tony Nigro and Peter Kahl, gave the budding young mariners a crash course on how a Union hall works and the process of getting a shipping job.



Some of the Cape "H" crewmembers from Matson-managed Ready Reserve Force vessels (CAPE HENRY, CAPE HORN & CAPE HUDSON) getting Small Arms certification at California's Richmond Rod & Gun Club. Left to right are HUDSON 3rd A/E Derek Haars, HUDSON 1st A/E Jameson Smith, HENRY C/E Christian Yuhas, HORN 1st A/E Niko Reyer, HENRY 1st A/E Sonny Acosta and HORN/HUDSON 2nd A/E Daniel Posey.



The crew of the MAERSK COLUMBUS mobilized and carried out a successful search for a boat in distress that was making a Mediterranean crossing from Algeria to Spain. A distress call had been relayed to the COLUMBUS, a container ship crewed by M.E.B.A., MM&P and SIU mariners. After posting extra lookouts and manning the bridge wing search lights, crewmembers spotted a small black rubber boat off in the distance with 11 persons onboard who had "lost their way," including a small child and an infant. Rough weather delayed a rescue. But the COLUMBUS stayed on scene, ensured the continued safety of the Algerian group and coordinated with authorities until a Spanish patrol boat could effect a rescue. M.E.B.A. members onboard the COLUMBUS included C/E Jon Schmidt, 1st A/E Frank Whelpley, 2nd A/E Julianne Cona and 3rd A/E Seth Kaye.



Dear M.E.B.A. Retiree:

My name is Mark Engberg and as a retiree of the M.E.B.A. I have been given many opportunities in life, many as a direct result of being a member of this union. *I'd like to tell you what the Union has meant to me - then issue a challenge to you that will help keep the path open for future mariners to follow in our footsteps.*



A 1981 graduate of the Calhoon M.E.B.A. Engineering School, I was able to complete a twenty year deep-sea career, eight sailing as Chief Engineer. I am extremely proud of the work I did and I made many life-long friendships and rewarding affiliations thanks to the M.E.B.A.

As you know, the U.S. flag maritime industry is facing immediate threats with competition from foreign flagged vessel, declining volumes of commercial and government cargoes, as well as persistent attacks on the Jones Act by different sides of the political aisle in Congress. However, I have witnessed firsthand how the **M.E.B.A. Political Action Fund (PAF)** has provided an effective lobbying effort to promote a strong U.S. Merchant Marine that continues to educate our elected and appointed officials in Washington, DC. Our industry has many adversaries and consistent, effective representation in Washington is critical to the long-term viability of our union. Their persistence helps promote and protect the interests of active members and certainly retirees.

Some recent wins for the M.E.B.A. PAF in 2019 include:

Long-term protection of the 60 vessel Maritime Security Program (MSP) by extending it for an additional 10 years until 2035.

A seven-year extension of the Export-Import Bank. 100 percent of high-dollar cargoes generated by Export-Import Bank loans and loan guarantees are required to be carried on U.S.-flag vessels because of our nation's cargo preference laws which we fight for to keep strong.

Repeal of the tax on "Cadillac" medical plans that would have drastically jacked-up insurance premiums for M.E.B.A. members and retirees.

These efforts are critical to maintaining a robust job base within the union, which supports the ongoing viability of the M.E.B.A. Benefit Plans. Active members carry the largest burden related to pension and medical benefit funding. *Supporting the M.E.B.A. PAF is one of the most important things you can do as a retired member.*

As a retiree, I would hope you appreciate the generous pension and medical benefits the union has provided – very few industries today can offer similar benefits. Supporting the M.E.B.A.

PAF helps ensure your benefits are secure and allows the next generation of members to enjoy the quality of life we have been afforded. That is why I am asking all retirees to step up.

I am challenging you and every retired member of the M.E.B.A. to join the fight for the next 5 years as part of the **2020 M.E.B.A. PAF Retiree Pledge**. To jumpstart the fund raising effort, I am specifically asking 20 retirees to commit to supporting the M.E.B.A Political Action Fund (PAF) **by contributing \$500 per year for at least the next 5 years**. As soon as 20 retirees commit their support, I will match these contributions up to a total of \$10,000 over the next two years. This group will raise \$60,000 collectively by 2025 to help advance the interests of our active and retired membership. *It is especially important during this crucial election year; the call to action is urgent and immediate.*

If you are willing to accept my challenge, please e-mail M.E.B.A HQ at PAF@mebaunion.org or call Secretary-Treasurer Bill Van Loo at (202) 638-5355 to let him know you want to be part of the 2020 M.E.B.A. PAF Retiree Pledge. As a result, you will be recognized in the *Marine Officer* membership publication (and sent a special M.E.B.A./ Merchant Marine Challenge Coin) to demonstrate that we are all in this together.

If you cannot commit to this pledge, I hope you will take it upon yourself to contribute what you can to the M.E.B.A. Political Action Fund online by visiting the union homepage at [www.mebaunion.org](http://www.mebaunion.org), and select "Political Action Fund" to make a one-time contribution (credit card payment or bank authorization) to support this important cause. You can also fill out the one-time contribution form and mail it to:

**M.E.B.A. Political Action Fund**  
**444 North Capitol St., NW**  
**Suite 800**  
**Washington, DC 20001-1570**

It is my hope that every M.E.B.A. retiree proudly supports and promotes the US Merchant Marine at every opportunity and not allow it to fade into obscurity. I believe the time is critical - and bold action and initiatives are desperately needed to help guarantee that U.S. flag vessels continue to sail the world's trading routes and represent this proud nation and our maritime heritage. Are you ready to support the union and the industry that has given you incredible opportunities and benefits?

Thank you for being an integral part of this effort.

Fraternally,

Mark E. Engberg



# Political Action Fund Honor Roll

(For Calendar Year 2019)



**POLITICAL  
ACTION FUND**

Below is a list of active and retired members who understand the importance of the M.E.B.A.'s Political Action Fund and supported it during Calendar Year 2019. Those who contribute to the PAF this year (during Calendar Year 2020) will be listed in the *Marine Officer* a year from now. The list is broken down into four categories - and members, retirees and applicants are listed alphabetically within each grouping. 236 others contributed between \$3 and \$99 in calendar year 2019, contributions which are also very much appreciated.

Call or visit an M.E.B.A. Union hall or office to contribute to this crucial cause. You can also make recurring or one-time contributions utilizing the M.E.B.A. payment portal accessed from [www.mebaunion.org](http://www.mebaunion.org).

## Order of Magellan (\$1,000 to \$3,025)

Ballenger, Duncan  
Barton, Erik  
Bertram, Erin  
Burke, Tracy  
Callahan, Jason  
Chapman, David  
Cross, Kevin  
Duncan, Jeff  
Dunklin, Mike  
Fay, Stuart  
Gilbert, Erik  
Gould, Eric  
Hayward, Paul  
Herrington, Coy  
Ho, Lawrence  
Knowles, Joshua  
Legge, Paul  
Maxim, Adam  
McDermott, Bradford  
McElhone, John  
Mullett, Donald  
Orengo, Jose  
Redding, Tracy  
Sloan, Lyle  
Smith, Adam  
Strissel, Phillip  
Sundius, Robert  
Swift, Christopher  
Troxell, Barton  
Truong, Albert  
Valentin, Emanuel  
Van Loo, Bill



Demarest, Raymond  
Dengel, Samuel  
Dewhirst, Thomas  
Dullnig, Tyler  
Engberg, Mark  
Fahey, Richard  
Figelski, Edward  
Fritschi, Brian  
Gallagher, Mark S.  
Galvin, Paul  
Garza, Anthony  
Gaylan, Filomeno  
Gaylan, John Morgan  
Goldrich, Benjamin  
Goodman, Andrew  
Greenig, George  
Haas, Sylvan  
Harrison, John  
Jany, Timothy  
Johannessen, Benjamin  
Jones, Benjamin  
Jorgensen, Peter  
Kaili, Luke  
Katz, Seth  
Kaye, Tracy  
Klitzke, Jeffery  
LaChance, Craig  
Larrabee, Benjamin  
Litterine, Justin  
Long, John  
Lund, Sonja  
Maduro, Deshawn  
Martens, Robert  
Martykan, Michael  
Marymee, Daniel  
McGuire, Robert  
McManus, Patrick  
McPherson, Jonathan  
Moses, Colin  
Nashif, David  
Navarrete, Luis  
Newberg, Mark  
Nguyen, Hieu  
Norton, Thomas  
Ortiz, Sergio  
Owen, David E  
Perry, Michael  
Pillard, Jeff  
Poniatowski, Marc  
Poor, George  
Pote, Ira  
Quinn, Stanley  
Quinones, Vincent

Robinson, Alexander  
Sasso, Robert  
Schmeltz, Herbert  
Sergio, Nicholas  
Sermoneta, Nico  
Shartel, Mark  
Silliman, Raymond  
Simms, Matthew  
Skillern, Randall  
Smith, Austin  
Soucy, James  
Thornton, Trenton  
Townsend, Marshall  
Twitty, Marshall  
Vetting, Ryan  
Vokac, Adam  
Wagner, Richard  
Wainwright, Ross  
Walker, Timothy  
Waterfield, Alexander  
White, Eric  
Wolff, Joseph  
Wyrick, Andy

## Shellback (\$250-\$499)

Abel, Nathan  
Adams, Richard  
Adase, Dominic  
Allen, Garrett  
Allotey, Joseph  
Alonge, Matthew  
Antony, Alex  
Armocost, Lyle  
Ayres, William  
Baird, Alexander  
Balic, Bozidar  
Bancroft, Mark  
Bands, Thomas  
Barone, Daniel  
Berhe, Alem  
Berner, Frank  
Birago, Thomas  
Birdsong, Toni  
Boisvert, Jonathan  
Borowicz, Ryan  
Bostick, Mark  
Bowling, Timothy  
Brady, Michael  
Brandt, Eric  
Breton, Michael  
Brown, Richard  
Brownfield, Christopher



Burchfield, Timothy  
Burchill, David  
Burford, Jeffrey  
Burns, Michael  
Burnside, Thomas  
Burr, Gregg  
Cabral, Nicholas  
Cannistraro, Marco  
Chernoff, Kyle  
Chpatchev, Vladimir  
Christensen, Michael  
Claude, Kervin  
Cline, Dennis  
Collector, Rayomond  
Collins, John  
Collins, Mark  
Cona, Julianne  
Conroy, Brian  
Coulter, John  
Crifasi, Frank  
Cull, Michael  
Cuzner, Frederick  
Dellaquila, Anthony  
Derke, Michael C.  
Djusberg, Nils  
Dodson, Harry  
Doherty, Richard  
Donovan, Denny  
Dunlop, Andrew  
Dunlop, Teresa  
Eaton, Charles  
Eldridge, James  
Facundo, Rolando  
Farley, Ken  
Ferrino, Michael  
Ferritto, Mitchell  
Fetter, Jason  
Flesner, Jason  
Fraser, Daniel  
Fuller, Trevor  
Gabrielsson, Carl  
Garcia, Michael  
Glywasky, Joseph  
Goodwin, Francis  
Grace, Sean  
Grandy, Keith  
Gribbin, Lawrence  
Grijalva, Anthony  
Haines, Stephen  
Haunfelder, Frank  
Hines, Kalen  
Hudson, Paul  
Hunt, Darryl

Jackson, Gregory  
Jackson, Kenneth  
Jacobson, Jess  
Janowicz, John  
Jaunzemis, Randall  
Jendrasko, Richard  
Jerrier, Charles  
Kelleher, Edward  
Kewley, Christopher  
Kirby, Michael  
Kovach, Michael  
Kraft, Samuel  
Krumm, Dennis  
Kryzhnyy, Sergiy  
Larimer, Ryan  
Lee, Kevin  
Lemoine, Paul  
Linderholm, Eric  
Lino, Russell  
Lord, Aaron  
Lowe, Patrick  
Luglio, Daniel  
Luong, Chau  
Lyons, Marc  
MacDonald, Kelsey  
MacDonald, Mark  
MacDougall, Andrew  
Mahaffey, Shane  
Mahalik, Giancarlo  
Maher, Patrick  
Marcinak, Kenneth  
Marks, Michael  
Martin, Andrew  
Mataronas, Matthew  
McCann, Michael  
McGann, Martin  
McGrath, Michael  
McGrath, Paul  
McMurray, Robert  
McPoland, James  
Meglow, Peter  
Melcher, William  
Miller, Devlin  
Mitchell, Charles  
Moise-Duquella, Karyl  
Mossman, Richard  
Murphy, Daniel  
Myers, Christopher  
Newell, David  
Newton, Craig  
Niblock, Brannon  
Nickel, Jacob  
Nolan, Sean

## Realm of King Neptune (\$500-\$999)

Albrecht, Edward  
Alfaro, Jordan  
Anderson, Richard  
Asupan, Rene  
Bevacqua, Frank  
Bilodeau, Todd  
Blieferrich, Daniel  
Boughal, Hans  
Bugaisky, Alexander  
Cariazo, Aldrin  
Cobo, Jeremy  
Cote, Erik  
Crell, Joseph  
Cullen, Gerard  
Cumings, Kent  
Defazio, Luca



O'Brien, John  
O'Connor, Christopher  
Olson, Chris  
Pacana, Edgar  
Penny, Julie  
Phillips, Jay  
Povalec, Thomas  
Proia, Michael  
Quigg, Timothy  
Radzik, Edward  
Ramos, Thomas  
Randel, Lamont  
Reyer, Nikolas  
Reynolds, Joseph  
Riley, Paul  
Ritzinger, Kenneth  
Roberts, Paul  
Roccasalva, Angelo  
Royston, Richard  
Rugarber, Michael  
Ruggiero, John  
Russell, Paul  
Santiago, Louis  
Sasso, Anthony  
Schaffer, John  
Scott, Patrick  
Seewald, Daniel  
Shea, Stephen  
Siahaan, Erick  
Sipper, Mark  
Slayton, Darnell  
Smirba, Dzemal  
Smith, David  
Smith, Eugene  
Smith, Terry  
Spear III, Willis  
Sprague, Laurence  
St John, Alfred  
Steele, Christopher  
Stenquist, Thomas  
Sterling, Christopher  
Stillwachs, Thomas  
Sullivan, Nicholas  
Taber, Steven  
Tapley, Nickolas  
Taylor, Jeremiah  
Tebbe, Steven  
Thatcher, Matthew  
Thibodeau, Michael  
Thomas, Daryl  
Trace, Lawrence  
Travers, Jeremy  
Trigueiro, Gary  
Tucey, Michael  
Turcotte, Keith  
Underhill, Jason  
Unflat, Glenn  
Unger, Michael  
Unnold, Barry  
Vogel, Lee  
Warner, Peter  
Watkins, Michael  
Watson, Steven  
Whidden, Clayton  
Williams, Harold  
Wilson, Paul  
Winegar, Boake  
Wlazlo, Erik

Woolford, Michael  
Wright, Kevin  
Wright, Patrick  
Youngberg, Kieran  
Yuhas, Christian  
Zilla, Herbert  
Zysk, Thomas

**Pollywog  
(\$100-\$249)**



Abalos, Gregoric  
Abdou, Louai  
Abrams, Reginald  
Adams, Michael  
Aguiar, Llorenc  
Aiello, Anthony  
Amankulor, Nwachimereze  
Amaral, Zachary  
Ames, Christopher  
Andrade, Jeffrey  
Antonellis, Daniel  
Apudo, Charles  
Asuncion, Maria  
Ayou, David  
Bagley, Edwin  
Baker, Roderic  
Balhorn, Nicholas  
Barg, Emery  
Barlow, Ethan  
Barnard, Nathan  
Beamon, John  
Beausang, Eric  
Begley, Grant  
Belson, Adam  
Belyea, Kristina  
Benn, Geoffrey  
Bennett, Kevin  
Bennett, Thomas  
Benz, Thomas  
Berdel, Douglas  
Bick, David  
Billi, Alyssa  
Bingener, Eric  
Blair, Justin  
Blake, Douglas  
Blanchard, Joshua  
Boisvert, Jeffrey  
Boleza, Matthew  
Boozer, Charles  
Bordeaux, John  
Boyd, Mitchell  
Breheny, Sean  
Breton, Rudolph  
Brusa, Charles  
Buckley, Michael  
Burnside, James  
Busenga, Clayton  
Bushey, Jack  
Butcher, Enrico  
Byra, Adam  
Calacal, Apolinario  
Calhoun, Scott  
Calhoun, Will  
Cambra, Charles  
Cameron, Kelly  
Campbell, Thomas  
Castro, Charles  
Chappell, Derrick

Chase, Jerald  
Chew Loo, Fernando  
Choi, William  
Clark-Mahoney, Merlin  
Coggio, Michael  
Cole, Henry  
Collecchio, Leonard  
Collins, Christian  
Connolly, Leo  
Contois, Alex  
Conway, Emilie  
Cooper, Bruce  
Corrigan, Thomas  
Cowan, Blake  
Crandall, Emma  
Crumpton, Marcus  
Cullison, Alexander  
Dale, Michael  
Daly, Dennis  
D'Amico, James  
D'Amico, Joseph  
Dance, Robert  
Daramy, Michael  
Davis, Aaron  
Davis, Alvin  
Davis, Daniel  
Davis, Ronald  
Dertien, Dominique  
Devens, Christopher  
Dinisio, Jonathan  
Doherty, Michael  
Donlon, Michael  
Dorman, Susan  
Dove, Elijah  
Downer, Eric  
Drake, William  
Drews, Timothy  
Ducharme, Bradley  
Duderstadt, Edward  
Duncan, Donald  
Dunleavy, John  
Edwards, Eldridge  
Eident, William  
Elliott, Robert  
Ellis, Russell  
Estabrooks, Bruce  
Evans, Benjamin  
Falconieri, Timothy  
Fales, Patrick  
Faulhaber, Aaron  
Fava, James  
Favaza, Todd  
Ferguson, Thomas  
Fernandez, John  
Ferrell, Edward  
Feyler, James  
Fiala, David  
Fiser, Graeme  
Fisher, Matthew  
Fisher, Michael  
Flink, Lars  
Flores, Miguel  
Flynn, Brian  
Foley, Jennifer  
Fontillas, Leo  
Foss, Arni  
Fountas, John  
Fraser, Rory

Frazier, James  
Fulling, Robert  
Furgerson, Kyle  
Gallagher, Douglas  
Garland, Keith  
Garofalo, Anthony  
Garthwaite, Patrick  
Gaskins, Jon  
Gatchell, Nathan  
Gerrish, Brian  
Gerry, William  
Gianferante, Mark  
Gibbons, Rory  
Gillen, James P.  
Gilmour, Mark  
Glessing, Michael  
Goebel, Leonard  
Good, Brian  
Goodridge, Thomas  
Gordon, Ellsworth  
Gostevskiy, Vladimir  
Graebener, Henry  
Graff, Robert  
Greenway, David  
Greenway, Nicole  
Guldjord, Greg  
Gullapalli, Ranga  
Gusek, Eric  
Hagadorn, Nicholas  
Halata, Daniel  
Hallett, Timothy  
Halloran, Mary  
Hamill, Peter  
Harley, Timothy  
Harrison, William  
Harvey, Hugh  
Haskell, Matthew  
Herlihy, Patrick  
Hickerson, Keith  
Higgins, Bryan  
Higgins, Mark  
Himebauch, Ross  
Hines, Jonathan  
Hitzel, Jeffrey  
Hjersman, John  
Hjort, Stanley  
Hoffman, Haven  
Holliday, Charles  
Horgan, Michael  
Hostutler, Jeffrey  
Houghton, Jeffrey  
Howerton, Richard  
Hoyt, Lindsay R.  
Hudspeth, Robert  
Humphrey, Bryan  
Hunt, Andrew  
Hunt, Brian  
Husselbee, Leif  
Iacobucci, David  
Irvine, Kegan  
Jackson, Charles  
Jackson, Larry  
Jackson, Sterling  
Jackson, Thomas  
Jacobites, Ted  
Jacovino, Joseph  
James, Elliott  
Jendrasko, Peter

Jimenez, Jennifer  
Johnson, Eric  
Jordan, Horace  
Jordan, Jonathan  
Kanoute, Thidiane  
Karhoff, Lucas  
Kelley, Timothy  
Kennedy, Sean  
Kingma, Louis  
Kisielewski, Justin  
Klump, Randy  
Koechley, Brian  
Kopras, Jacob  
Krauss, Michael  
Kuijper, Gregory  
Lacey, Joseph  
Lamonica, Joseph  
Land, Jonathan  
Landwehr, Kurt  
Langford, Clarence  
Lapham, Trevor  
Lawrence, Earl  
Lawrence, Joseph  
Lear, Garret  
Lee, Q  
Leep, Ernest  
Lewis, Elliot  
Lincoln, Louis  
Linn, Brendan  
Lisowski, Jason  
Llanos, Melchor  
Logue, Gregory  
Lorenz, James  
Lotfy, Adel  
Lucas, Colin  
Ludwig, Louis  
Lusignan, Sean  
Lynch, Alexander  
Mackay, Shawn  
Mahimer, Alexander  
Marino, Joseph  
Martin, Timothy  
Massey, Loren  
Massoni, Daniel  
May, David  
Maya, Victoria  
McCall, Douglas  
McCaughey, Joseph  
McElhinney, Joseph  
McGean, Patrick  
McHale, Timothy  
McKenzie, Thomas  
McLaughlin, Shawn  
McMahon, Joseph  
McMillan, Joseph  
McPhee, Douglas  
Mecker, Robert  
Mello, Ted  
Menendez, Jack  
Merrifield, Jeff  
Meyer, Stephen  
Miller, Matthew  
Miller, Micah  
Miller, Nathan  
Mooney, Paul  
Moore, James  
Moran, Craig  
Morris, Michael



Morton, Timothy	Poles, Christopher	Schreier, Harold	Sturgul, James	Walker, Sean
Mosa, Daniel	Pollock, Thomas	Schroeder, Henry	Suhovsky, Grace	Walkup, William
Moss, Kevin	Ponce, Edwin	Schultz, Hunter	Sullivan, Peter	Wall, Ryan
Muldowney, Leo	Poulin, Gary	Scott, Jessica	Sumner, Wayne	Walsh, James
Murphy, John	Preston, Patrick	Seale, Benjamin	Suneson, Mark	Warner, Seth
Murray, John	Preston, Thomas	Sebach, Stefan	Sunga, Raymond	Watson, Jon
Nedell, Derek	Purcell, Michael	Seltzer, David	Supersano, Marc	Weaver, Stephen
Negoescu, George	Quinlan, Ryan	Sevitz, James	Sutter, Kurt	Weber, Timothy
Nelson, John	Quinn, Edward	Sharkey, Michael	Szmytkowski, Maciej	Webster, Nicholas
Nichols, John	Ramey, Patrick	Sheridan, John	Tapley, Daniel	Weismann, Mark
Nikituk, Angela	Ramos, Matthew	Shoemaker, Drew	Taylor, Edwin	Wells, Andrew
Norval, Charles	Randall, Jason	Shrake, Samuel	Tesson, Raymond	Whelpley, Frank
O'Connell, Joseph	Reed, Russell	Siemer, John	Thomsen, Michael	Wiessmeyer, Edward
O'Connor, Patrick	Reimann, Kevin	Simard, Aaron	Thomson, William	Williams, Charles
O'Donnell, John	Revels, Jed	Sims, Ralph J.	Tinkham, Nicholas	Wilson, Matthew
O'Loughlin, James	Rhodes, Daniel	Sipes, Truman	Torrey, George	Wilson, Wendall
Omdahl, Arthur	Richter, Adam	Sipper, Gregory	Tran, Hung	Winters, Jeremiah
O'Neil, Dylan	Riddle, John	Sison, Edgar	Trask-Annie, Demian	Womble, Robert
Orlando, Stanley	Rivera, Miguel	Slaght, John	Treen, Thomas	Wood, Robert
Osborne, Matthew	Robson, Joseph	Smith, Max	Trujillo, Michael	Woodward, Craig
Pantelis, Christos	Ross, Gilbert	Smith, Paul	Tsarides, Peter	Woodward, Glenn
Parent, Chance	Rowley, Joseph	Smith, Ryan	Twomey, James	Woolfrey, Herman
Parent, Christopher	Roy, Paul	Smithson, Melvin	Uchida, Asher	Wormwood, Andrew
Parrish, Dylan	Rullo, Nicholas	Sopko, Frank	Vannier, Alex	Wyatt, Peggy
Parsons, Kevin	Rushing, Edd	Sparling, Todd	Vazquez, Rene	Yung, Thant
Patterson, Ryan	Ryan, Liam	Stallings, Benjamin	Venuti, Paul	Zalewski, Matthew
Paul, Christopher	Ryan, Patrick	Stamm, Andrew	Videika, Romualdas	Zaucha, Christopher
Pearson, Adam	Sanchez, Alfredo	Steinberg, Philip	Villa, Dante	Ziolek, Jerzy
Perkins, George	Sanders, Samuel	Stevens, P.M.	Viray, Arvie	
Perry, Liam	Sanford, Marshall	Stevens, Sean	Vroome, Brian	
Peterson, Levey	Saur, Joseph	Steverman, Peter	Walker, Philip	
Pike, Steven	Savoie, Devin	Stewart, Edward	Walker, Robert	

## At Anchor: Recent Retirees

### Shifting into Reduced Operating Status

Della M. Amos	James DiMattia	Thomas G. Kronenberger	Dohn J. Piscioniere
Christine M. Andrae	Gary A. Dustin	Dennis L. Krumm	Philip Plummer
Evan C. Andres	Bruce M. Estabrooks	Steven J. Leary	Gerard F. Putney
Franklin G. Asmondson	Allan H. Fleck	Thomas J. Lenehan	Gregory E. Quintana
Vincent T. Atwood	Richard J. Gabel	Brian S. Leverton	Christopher J. Rasmussen
Robert W. Baker	Mark D. Gallagher	Donald R. Mahegan	Gregory J. Revers
Mark Benson	Thomas W. Goodridge	Kwasi Bofoa Manu	Joseph C. Ruch
Brad D. Birkett	David P. Hatch	Tracy C. Mathewson	Dana Y. Scarr
Bruce W. Bolduc	John F. Hatley	James O. McCrary	Danny R. Shorty
Hezekiah Bolton	Gary A. Heagerty	Frank J. Michalski	Mark T. Sipper
David R. Bourassa	Robert J. Hillyer, Jr.	Mark W. Milbourne	John Larry Smith
Bryan D. Brenner	David J. Hood	Jeffrey M. Miller	David L. Stanley
Andrew A. Burda	James S. Howard	Paul W. Mooney	Marc E. Stoddard
James S. Burnside	Mark H. Hutson	Gregory S. Morris	Phillip K. Strissel
Frank D. Byers	Gregory W. Jackson	Scott M. Morse	Shelley Sui
Edward C. Caspers	Huston B. Jacobs	Richard B. Nadeau	Dominic C. Walsh
Dawai W. Chang	Peter F. Jorgensen	Mark A. Newberg	Timothy D. Weber
Leonard K. Chavis	Sidney H. Kalban	Paul A. Nissen	Ross W. Wilkinson
Bernard Connelly	Thomas J. Keegan	Erik Nowak	Jack D. Williams
Richard P. Cook	Timothy M. Kelley	Dasril Panko	William F. Woehler
Vernon L. Cromuel	Thomas W. (Bill) Knowlton	John N. Pappas	David J. Yager
Kevin Czekanski	Paul F. Koester	Richard J. Picioccio	




# Honoring our Heritage: 4MF Raffle Helps Deepen Tribute to Fourth Arm of Defense

Tickets for a raffle benefiting the M.E.B.A. Merchant Marine Memorial Foundation (4MF) are being snapped up at each of the M.E.B.A. Union halls as well as Headquarters, M.E.B.A. Plans and at the Calhoun M.E.B.A. Engineering School (CMES).

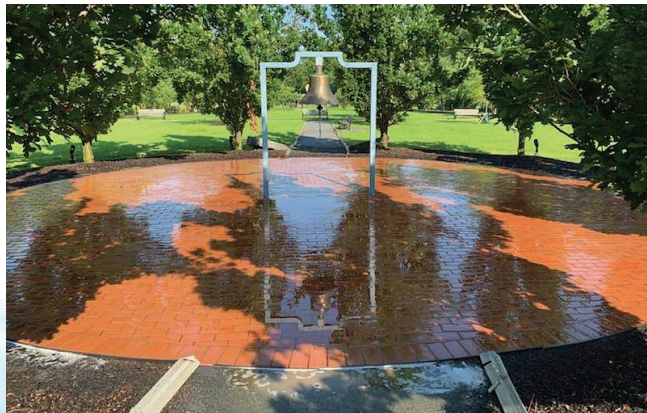
Members, applicants, retirees – and everyone else – are strongly encouraged to support the 4MF which provides upkeep and improvements to the Memorial Park located at the CMES. The Memorial honors fallen mariners who helped blaze the proud tradition our members continue today.

The winning raffle ticket (\$2 apiece) will be drawn on October 6, 2020 at the CMES during the monthly membership meeting. You do not need to be present to win. The grand winner will receive 50% of the proceeds from raffle sales. The popular “swag” giveaway promotion is in effect for the raffle for those who buy at least \$50 worth of tickets.

A similar raffle conducted last year benefited the M.E.B.A.’s Good & Welfare Fund and helped replenish that Fund which is used to assist active and retired members in a time of need. Member Lee Brand was the lucky winner of last year’s raffle and is hoping that lightning strikes twice when the 4MF drawing takes place in October. New Orleans Rep./Dispatcher Dan Gifford sold the winning ticket when Lee stopped in at the hall from his job aboard the Ready Reserve Force, Keystone-managed vessel CAPE KNOX.

No. 0001 M.E.B.A. Honoring Our Heritage Raffle October 6, 2020	Name _____ Address _____ Phone/Email _____	<b>M.E.B.A. Merchant Marine Memorial Foundation</b> <b>Honoring Our Heritage</b>  <b>50/50 Raffle</b>  Drawing: October 6, 2020 at the Oct. CMES Membership Meeting <b>\$2 per ticket</b> <i>(You do not need to be present to win.)</i> No. 0001
		

*You can also contribute to the 4MF anytime by purchasing an engraved brick that will be placed in area by the ship’s bell. Visit the Memorial Donation page accessed from [www.mebaschool.org](http://www.mebaschool.org)*



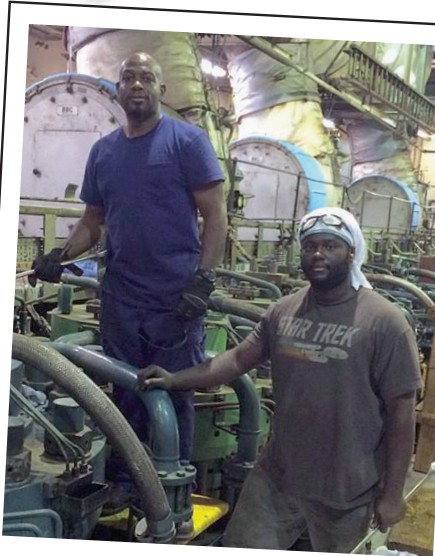
*The Memorial Park at the CMES is shaped like a 600-foot merchant vessel complete with 5-ton anchors, a ship’s bell, bow section with plaques memorializing mariners, and a six-bladed, 22-foot diameter bronze propeller that represents the stern section. The foremast of the HORIZON DISCOVERY was recently installed near the bow section of the Park.*

*(Photo courtesy of Jon DiNisio)*





**Faces around the Fleet**



M.E.B.A. officers onboard the Matson C-9 containership M/V MANOA during a West Coast stop. Left to right are 2nd A/E Sean Walker along with 3rd A/E Todd Menard.



A few of the Academy cadets that took part in last year's M.E.B.A. internship program at the Calhoon M.E.B.A. Engineering School. They spent three weeks taking training courses, attending seminars and learning about the excellent career opportunities the M.E.B.A. presents. From left to right are Kyle Burke (Massachusetts Maritime), Levi Hart-McNeal (California Maritime), Adam Casillas (Maine Maritime), Adam Bubencik (Mass Maritime) and Tom Aukstikalnis (Mass Maritime). Many thanks to ace photographer Ernie Clements who got the shot.



M.E.B.A. in the Engine Control Room of the Hapag/MTL geared containership WASHINGTON EXPRESS. Left to right are C/E Chris Vandeventer, 3rd A/E Kyle Nebab, 1st A/E Luke Urbik, Port Relief Officer Dylan Parrish and 2nd A/E Philip Steinberg. The vessel participates in the Maritime Security Program.



Onboard the APL SAIPAN after a Christmas Eve cylinder cover pull. Front to back (l-r) are Deck Cadet Aaron Rainey, Engine Cadet Ji Ho Kwak, Electrician Julian Pilapil, 2nd A/E Justin Whitton, Junior Engineer Anthony Grace Jr., 3rd A/E Nate Gatchell, Wiper Anthony Zarriello and 1st A/E Kevin Parsons. Thanks to SAIPAN Chief Engineer Tony Aiello for the photo.



The complement of M.E.B.A. Engine officers onboard the LURLINE, as the Matson newbuild made her first run to Hawaii in January. On the LURLINE's maiden voyage (l-r) were 3rd A/E Blake Taylor, 2nd A/E Adam Burton, 1st A/E Jeff Pillard, 1st A/E Chris Swenson, C/E David Ayou and 3rd A/E Matt Hester.



Norfolk Branch Agent Tracy Burke with 1st A/E Christopher Miller and 3rd A/E Emil Braunlich in the engine room of Interlake Steamship Company's KAYE E. BARKER.



# Hapag-Lloyd USA Commits to the U.S.-Flag

Expert M.E.B.A. Deck and Engineering officers are ensuring smooth operations onboard a vessel recently brought under the Stars and Stripes to supplement the U.S.-flag Hapag-Lloyd USA fleet. The company flagged-in the 853-foot, 50,869 dwt Korean-built RIO GRANDE EXPRESS to the U.S. registry. The 4,248-TEU ship, built in 2006, is deployed in Hapag's Atlantic Loop 3 service between Northern Europe and East and Gulf Coast U.S. ports. Marine Personnel & Provisioning (MP&P) is the ship manager.

The vessel is operating under the same contract terms and working conditions as the M/V YORKTOWN EXPRESS under the Express Class Agreement.

The Express Class fleet also includes five US-flagged vessels operating under the Maritime Security Program (MSP). The RIO GRANDE EXPRESS is now the sixth ship in the fleet, though it is not part of the MSP. It is the intent of the owner

to operate this sixth vessel in their US-flagged operations for the foreseeable future – expanding service capacity, remaining in service and on schedule, while expanding the company's ability to bid on other U.S. cargo preference opportunities.

The first M.E.B.A. crew on the RIO GRANDE EXPRESS included (on Deck) Master Doug Sier, Chief Mate Nate McCrillis, 2/M Erich Soltes and 3/M Tom Grissing. In the engine room M.E.B.A. officers were C/E Jeff Hitzel, 1st A/E Jeff Frobenius, 2nd A/E Jonathan Kincaid, 3rd A/E Ireneusz Hamberg and 3rd A/E Orlando Herrera.

At press time, the M.E.B.A. officer complement consisted of Master Sam Leshner, Chief Mate Scott Adler, 2/M Erich Soltes and 3/M Nicole Caputo (all SUNY Maritime graduates). In the engine room were C/E Eric Towne, 1st A/E: Craig LaChance, 2nd A/E Christopher Zaucha and 3rd A/E: William Melcher.



*Hapag recently brought the 853-foot, 50,869 dwt RIO GRANDE EXPRESS under U.S.-flag and crewed it up with expert U.S. Coast Guard-licensed M.E.B.A. deck and engine officers.*



## Faces around the Fleet



*M.E.B.A. Members and Retirees celebrating the retirement of Matson/ Horizon Chief Engineer Chris Rasmussen. From left to right are Dale Johnston, Levey Peterson, Darel Jenkins, Luis Navarrete, Patrick Forster, Kevin Wray, Thomas Myatt, Chris Rasmussen, Dave Wolf-Buck, Gartz Gould, Chuck Eaton and Gene Mercuri.*





# Administration Continues to Whittle Away at Worker Rights

The Trump administration continues a blistering assault on pro-worker policies as the workforce absorbed another series of anti-union volleys. Along with a National Labor Relations Board that has been reshaped by President Trump into a unit hellbent on reversing pro-worker policies, the administration is using every weapon in its arsenal to undermine unions and subjugate a loyal federal workforce aiming to transform them into at-will workers who can be fired for any reason.

Recently, the NLRB abandoned the “clear and unmistakable waiver” standard that will give an avenue to employers to change the terms of a contract without union consent. Abandoning a 70-year precedent that was reaffirmed in 2007, the NLRB ruling now allows a company to make a unilateral contract change without bargaining as long as the contract doesn’t specifically cover the employer’s disputed action.

The ruling passed in a 3-1 vote, with the lone Democrat on the Board, Lauren McFerran, dissenting. She condemned the ruling saying it paves the way for employers “to unilaterally change employees’ terms and conditions of employment — wages, hours, benefits, job duties, safety practices, disciplinary rules, and more — in a manner that will frustrate the bargaining process, inject uncertainty into labor-management relationships, and ultimately increase the prospect for labor unrest.”

In addition, the NLRB implemented a separate series of anti-worker rules including one that helps employers stave off union organizing elections. The new rule was issued without prior notice or public comment and is set to take effect on April 16, 2020. Among other things, it would significantly prolong the timetable for unions to hold representation elections and allow for the suspension of voting until the resolution of disputes brought by an employer.

In her dissent, McFerran said the new rule “more than triples the time it will take workers to get from petition to certification in a contested union election.” She said the rule “places an unjustified burden on workers seeking to exercise their fundamental workplace rights.”

Unions received another blow when an injunction preventing the implementation of a series of anti-labor Executive Orders was lifted. In May of 2018, President Trump issued three Executive Orders that peel back federal employee workplace rights. One Order waters down grievance procedures and eases the way for agencies to fire workers in lieu of disciplinary measures. Another targets collective bargaining agreements to give the Government the upper hand against unions negotiating contracts. A third Order curtails “official time” which allows labor unions to represent union and non-union bargaining unit members in disciplinary actions and other matters.

Feeling empowered by the Supreme Court’s Janus decision that effectively implements a right-to-work regime for state and local government workers, Alaska Governor Mike Dunleavy issued an Executive Order last year that requires Alaska public sector union members to annually “opt-in” before union dues can be collected. The State is developing new procedures and forms to make it easier to diminish the collective voice of workers.

The Alaska State Employee Association (ASEA) which represents over 8,000 state public employees, said, “This Governor has made it clear that he has no respect for the commitment and effort of hard-working Alaskans in public service. He sees our members as nothing more than an obstacle in his plans to dismantle the critical services Alaskans rely on every day...He’s doing everything in his power to try to violate our fundamental freedoms and tear unions down.”

M.E.B.A. represents engineers in the Alaska Marine Highway System as well as City & Borough of Juneau workers who perform a wide range of city jobs.

Very recently, the President delegated authority to Department of Defense Secretary Mark Esper to deny union rights of DOD employees, based on “national security.” If put into practice, the action would strip away collective bargaining rights from hundreds of thousands of DOD civilian employees that include mariners in the Military Sealift Command and Army Corps of Engineers represented by the M.E.B.A., MM&P and SIU.

Secretary Esper told Congress that the memo was not accompanied by a recommendation, but admitted that his staff was preparing an analysis and will make recommendations before any action is undertaken.

The Federal Workers Alliance (FWA), comprising unions that represent over 300,000 federal workers including the M.E.B.A., noted that, “it remains disappointing that this administration would use the excuse, ‘national security’ as a guise to justify their union busting...Inferring that unions and national security are incompatible as a means toward fulfilling an ideological goal of eliminating collective bargaining rights is an insult.”



*File photo of civilian mariners in the engine room of the hospital ship USNS MERCY. The Trump administration says the DOD can dispose of union rights based on “national security.”*

# Shipping Shorts

## OSG Purchases ATC

Overseas Shipholding Group, Inc. has purchased and assumed control of Alaska Tanker Company, including three ATC Jones Act tankers currently in operation. ATC had been an entity jointly owned by Keystone Shipping, OSG Ship Management and BP Shipping.

OSG said its subsidiaries completed the purchase of the U.S.-flagged crude oil carrier vessels ALASKAN EXPLORER, ALASKAN LEGEND and ALASKAN NAVIGATOR from BP Oil and entered into a bareboat charter with BP for a fourth vessel, the ALASKAN FRONTIER. M.E.B.A. officers continue to crew the vessels.

## Applicants Seeking Membership Should Forward Documentation

Qualified applicants trying to make membership should ensure they provide Headquarters with required documentation to ensure their inclusion on the upcoming District Investigating Committee (DIC) report. The DIC meets twice a year to review applicants for membership and will meet in May shortly before the release of their June report. The DIC will put

their report listing qualified applicants before the membership at the regular meetings in June. If the report is passed at the meetings, listed applicants will be accepted into membership.

To make membership, an applicant needs the required sailing days or specified years of employment with a particular bargaining unit, must be current with service charges and must complete other necessary requirements which may include an initiation fee and/or letters of recommendation. Applicants should know that they are responsible for providing their local Union hall/Headquarters with the documentation demonstrating their fulfillment of the application requirements.

M.E.B.A. Headquarters does not, and cannot, update an Applicant's record with sailing time/years of service unless that Applicant submits the required paperwork, i.e. discharges, sea service letters, documentation of employment, to HQ, by e-mail, fax, or mail or via your local Union hall. For further information, you can visit your local Union hall or contact the HQ Membership Department at (202) 638-5355 or [membership@mebaunion.org](mailto:membership@mebaunion.org).

## GREEN LAKE Crew Honored for Rescue

The crew of the M.E.B.A.-contracted Pure Car/Truck Carrier GREEN LAKE basked in the limelight after being recognized multiple times for their role in a dramatic rescue of crewmembers of a burning car carrier near Wake Island. The vessel responded to a disaster unfolding 2,000 miles northwest of Hawaii on New Year's Day 2019. The SINCERITY ACE, a 650-foot car carrier, caught fire, forcing her 21-man crew to abandon ship. The U.S.-flag ship fought 17-20 foot waves and turbulent winds in an 18-hour rescue effort to save the mariners in peril. 16 of 21 crewmembers were eventually rescued as part of a coordinated multi-vessel search effort. The Waterman Transport-

*continued*



*M.E.B.A. Engineering Officers onboard the ALASKAN LEGEND (OSG). Left to right are 1st A/E Robert Lebrun, 3rd A/E Trevor Fuller and Chief Engineer Chad Geary. The double-hulled, diesel-electric ALASKAN LEGEND is capable of carrying up to 1.3 million barrels of crude oil and operates between Alaska and western U.S. ports.*



*A nice shot of the launch of the LURLINE, Matson's new combination container/roll-on, roll-off vessel constructed at San Diego's NASSCO Shipyard.*





managed GREEN LAKE is made up of M.E.B.A., MM&P and SIU mariners.

The Maritime Administration later presented the GREEN LAKE with the rare and prestigious Gallant Ship Citation Award and the crew of the vessel were given U.S. Merchant Marine Medals for Outstanding Achievement. The vessel and crew were also honored with the Admiral of the Ocean Sea (AOTOS) Mariner's Plaque. In addition, they were celebrated at a Washington D.C. Capitol Hill gold medal ceremony sponsored by the Association for Rescue at Sea (AFRAS) and later presented with the International Maritime Organization's Certificate of Commendation. M.E.B.A. officers onboard the vessel during the incident were C/E Joseph Tierney, 1<sup>st</sup> A/E Shauna Glasser, 2<sup>nd</sup> A/E Thomas Pollock and 3<sup>rd</sup> A/E Maria Asuncion.

**MAERSK KINLOSS Crew Rescues Iranian Fishermen**

The American crew of the MAERSK KINLOSS played hero to a trio of Iranian fishermen who had been adrift



*Gulf Coast V.P. Erin Bertram and Tampa Branch Agent Adam Smith visited our members in Fort Lauderdale, FL working for GFC Crane. M.E.B.A. represents crane maintenance engineers at Port Everglades. Left to right are Ajete Oreste, GCVP Erin Bertram, Tim Herring and Manuel Ocasio.*

in what appeared to be a large plastic septic tank. They had been clinging to life for almost three weeks in the Arabian Sea following the loss of their fishing boat. A few hours before the crew was set to maneuver into Salalah, Oman, Chief Mate Kimberleigh Navradzky spotted a flashlight signal from one of the hapless fishermen floating on the tank. The Bridge summoned the engine crew and KINLOSS shipmates mobilized in a unified effort to rescue the three fishermen whose hold on their craft's stability appeared tenuous. Several other fishermen aboard the vessel had

floated away on a different tank and were saved in a separate rescue.

The crew of the KINLOSS is made up of M.E.B.A., MM&P and SIU mariners. M.E.B.A. officers onboard the ship during the rescue included C/E Matthew Alonge, 1<sup>st</sup> A/E Reggie Abrams, 2<sup>nd</sup> A/E Tom Trousdell and 3<sup>rd</sup> A/E Chad Puglio.

**NAFTA Replacement is a Better Deal for Workers**

President Trump signed the newly negotiated U.S.-Mexico-Canada

*continued*



*Visiting aboard the SUQUAMISH, on the Mukilteo–Clinton route in the Washington State Ferry system. Left to right are Oiler Anton Shadyrya, Oiler Nick Zivkovich, Seattle Branch Agent Jeff Duncan, Staff Chief Nate Ratcliff, M.E.B.A. Secretary-Treasurer Bill Van Loo and Assistant Engineer Joe Greene. In September of 2019, members in the WSF voted to approve a more sustainable bargaining unit dues structure that also triggered a reduction in applicant initiation fees for Oilers.*



**M.E.B.A. Oakland took 1st Place at the annual Jerry McNerney BBQ Rib Cook-Off, an awesome achievement. The Union attends this great event each year in support of Congressman Jerry McNerney, a strong maritime industry advocate who represents California's 9th District. Left to right is the winning team - M.E.B.A. Patrolman Max Alper along with Rep. McNerney and members Anthony Konecni and Alex Bugaisky.**

Agreement (USMCA) into law after lengthy negotiations. The replacement for the 25-year old North American Free Trade Agreement (NAFTA) is largely the same but includes stronger labor and environmental provisions that helped win key AFL-CIO support. Some Republicans grumbled that the President made too many giveaways to Democrats in order to reel in a showpiece for his re-election campaign, and Senate Majority Leader Mitch McConnell initially called the trade pact “not as good as I had hoped.” However, lawmakers fell in line and both chambers approved the trade agreement by wide margins leading to U.S. ratification.

### **Resolution to Expand Female Presence in Industry**

A resolution drafted by the International Transport Workers' Federation (ITF), Women's International Shipping and Trading Association (WISTA) International, and several countries at the International Maritime Organization (IMO) led to an initiative to increase the number of women working in the maritime sector. WISTA International recently signed a memorandum of understanding with the IMO, on the heels of the resolution that commits IMO members to creating a barrier-free environment for women in maritime. The MOU commits IMO members to provide women seafarers with training opportunities, graduate-level education scholarships, more management-level jobs and more jobs at sea.

M.E.B.A. Gulf Coast Vice President Erin Bertram is the M.E.B.A.'s ITF Women's Officer and has represented the Union at the ITF Women Transport Workers' Conference and at many other events and roundtables promoting women in the industry.

### **CAA Reunion: Coronavirus Spoils the Fun**

The Calhoun Alumni Association regretfully announced that due to the spread of the COVID-19 virus, the planned upcoming CAA reunion that had been scheduled for June 26-28, 2020 was canceled. In making the decision, organizers considered the health and safety of our members and retirees – many who would have been traveling a great distance to attend.

Rich Helinski, who had been working hard on this event, expressed his disappointment that a successful reunion was not viable given the tenuous situation brought on by the coronavirus pandemic. He is eager to renew his efforts once conditions stabilize with the goal of re-launching the CAA Reunion in the summer of 2021. Rich put out a statement about the cancellation that can be viewed at the Calhoun M.E.B.A. Engineering School website [www.mebaschool.org](http://www.mebaschool.org)

### **M.E.B.A. Brings in New Affiliates**

The Union recently welcomed two new affiliates into the fold, our first new additions under the National M.E.B.A. umbrella since 2016.



**M.E.B.A. retiree Mark Engberg (at left), delivered remarks and accepted a special honor for M.E.B.A.'s Jay Corcoran at a Washington DC area gala event that also recognized retired MM&P Secretary-Treasurer Steve Warse. Corcoran was a deeply-respected 20-year M.E.B.A. engineer who was only 44 years old when his airplane was hijacked on Sept. 11, 2001. The certificate of Jay's "Lifetime Achievement Award," presented by Maritime Administrator Rear Admiral Mark Buzby (at right) on behalf of the Captain Richard Phillips Lane Kirkland Maritime Trust, is currently hanging in the Conference Room at M.E.B.A. Headquarters.**

Established in 1951, the Professional Peace Officers Association (PPOA) represents Los Angeles County employees of the Sheriff's Department, Department of the Coroner and the District Attorney's Office.

The Association of Public Defender Investigators (APDI) is based in South Pasadena, CA. Its members support

*continued*



attorneys working in the Los Angeles County Public Defenders office.

PPOA and APDI are the National M.E.B.A.'s ninth and tenth affiliates and the first added since the Seattle-based Ferry Agents, Supervisors and Project Administrators Association (FASPAA) in 2016. Welcome aboard!

### **Capt. Warren Leback, Mariner, MarAd, FABC President Sails into the Sunset**

Captain Warren G. Leback, who had a 65-year career in the maritime industry, including several years as the nation's Maritime Administrator, has died at the age of 95. He served as a cadet midshipman on the Liberty ship JOSEPH MCKENNA during World War II on multiple missions and received a Merchant Marine Combat medal for service at Guadalcanal. After his discharge he attended and graduated from the U.S. Merchant Marine Academy. Warren sailed on Grace Line ships and eventually captained the SANTA MONICA. He later held managerial positions for Grace Line, Central Gulf Steamship and Sea-Land Service – all M.E.B.A. contracted companies. In 1981, President Ronald Reagan appointed him as Deputy Maritime Administrator. After a four-



**Capt. Warren Leback, former WWII mariner, Maritime Administrator and President of FABC has died at 95.**

year stretch as V.P. with Puerto Rico Marine Management, Inc., he headed back to MarAd in 1989 when President George H.W. Bush appointed him as the nation's Maritime Administrator. In 1993, following the end of his MarAd service, he returned to the private sector. His last maritime-related position was as President of First American Bulk Carrier Corporation. FABC was a subsidiary of the M.E.B.A. Pension Trust that most recently oversaw the operation of a pair of U.S.-flag vessels – the DELAWARE BAY and the CHESAPEAKE BAY – until their sale in 2004. Warren received an abundance of accolades for his lifetime of maritime service including the prestigious AOTOS award. He was a true lion of the industry.

### **Future of AMHS in Hands of State Lawmakers**

Alaskan citizens have repeatedly voiced their displeasure with draconian budget cuts last year that crippled the Alaska Marine Highway System and they are looking to State lawmakers to rescue them from isolation. At press time, only two AMHS ferries were in service. Last year's massive budget cuts led to severely diminished ferry service for Alaskans, many who live in remote locations and depend on the AMHS. The ferry fleet is a crucial connector for Alaska communities spread out over 3,100 miles.

The five-union Maritime Labor Alliance (ARA, IBU, ILWU, M.E.B.A. & MM&P) said, "The future of the system is in grave doubt... This is being done for purely political purposes at a time when funding is available to maintain this essential State service."

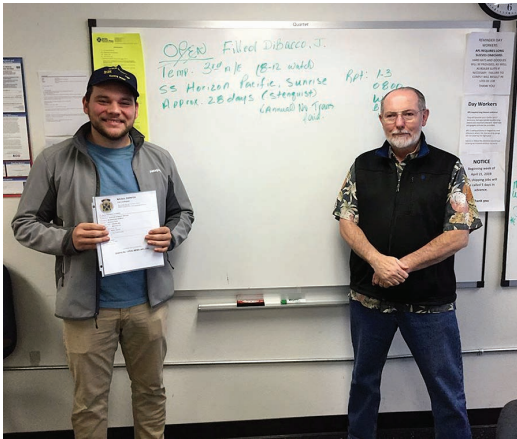
After the full effect of last year's budget cuts were felt, stranded Alaskans were enraged and demanded the restoration of the ferry service. Lawmakers attempted to restore some of the funding, but the Governor vetoed most of the new money and left the ferry system flapping in the breeze. Alaskans are urged to continue to make their voices heard. To keep up with the latest on the situation, you can visit [www.FriendsofAMHS.org](http://www.FriendsofAMHS.org) which catalogs AMHS news and developments and will point you in the right direction to urge lawmakers to restore funding.



**Union officials show their displeasure with Alaska Governor Mike Dunleavy's dismantling of the Alaska Marine Highway System, which has been gutted for political purposes. The 5-union Maritime Labor Alliance was in Juneau for a meeting and picketed outside the State Capitol building. Left to right are MLA (and M.E.B.A.) Secretary-Treasurer Bill Van Loo, MLA (and MM&P) President Don Marcus, M.E.B.A. President Marshall Ainley, Inlandboatmen's Union of the Pacific (IBU) Secretary-Treasurer Terri Mast and IBU President Marina Secchitano. M.E.B.A. Seattle Branch Agent Jeff Duncan was off camera.**



*Oakland Patrolman Max Alper and Executive V.P. Adam Vokac are with California Labor Federation employee Tom Iacobucci at a San Francisco Bar Pilots event. The Pilots provide services to the San Francisco Bay Area's nine commercial ports and are on call 24 hours a day.*



*Applicant Jonathan DiBacco (at left) is congratulated by L.A. Branch Agent Rich Doherty after getting his first deep-sea shipping job out of the hall. Brother DiBacco had been taking port relief work since his graduation from California Maritime Academy. He is seen here proudly holding his dispatch before going off to join the HORIZON PACIFIC.*



*The Waterman-managed heavy lift vessel M/V OCEAN GIANT discharged cargo at the South Pole in January as part of Operation Deep Freeze - an annual Military Sealift Command mission to resupply scientists at McMurdo Station.*



*The National Maritime Center held a "Celebration of Women Afloat" in honor of Women's Equality Day. Pictured left to right are USCG NMC Deputy Director Anne Seither, Capt. Joy Manthey (NOLA towboats), Cathleen Mauro (USCG), M.E.B.A. Gulf Coast V.P. Erin Bertram, Laila Linares (Maritime Administration), Deborah Stropole (USCG NMC) and USCG NMC Commanding Officer Capt. Kirsten Martin.*





# Aging Vessels, Depleted Merchant Marine Threaten U.S. Wartime Capability

The nation relies on 46 Ready Reserve Force (RRF) vessels along with 15 Military Sealift Command ships for the initial surge of sealift capacity. The vessels in the RRF fleet are an average of almost 45 years old. In mid-September, defense officials ordered a large-scale turbo activation of 27 RRF vessels and 6 MSC ships in an effort to test the readiness of the aging fleet and its support network. Once again, maritime labor was able to muster up the manpower to crew the ships during the breakout.

But a U.S. Transportation Command analysis in the months after the exercise revealed that participating vessels suffered a low mission Cumulative Fleet Success Rate (40.7%) validating concerns that the sealift fleet is succumbing to age and may not be able to meet future wartime sealift requirements.

USTRANSCOM and the Maritime Administration have stressed the need for a recapitalization of the RRF for years and have repeatedly informed Congress that the military is dependent on America's Merchant Marine to help project U.S. power overseas. Maritime Administrator Rear Adm. Mark Buzby said the current aging sealift fleet demands an inordinate amount of maintenance and repair costs to keep it going.

Earlier this year, USTRANSCOM Commander General Stephen Lyons told the Senate Armed Services Committee that sealift concerns must be addressed if we hope to meet future readiness challenges. "We depend on sealift to carry about 90 percent of our cargo capacity in a wartime scenario," he testified. "Our current readiness of the fleet is below where we need it to be."

The General said he has been working with the Navy and Maritime Administration on plans to purchase seven used ships – subject to funding - that would take the place of the oldest vessels in the RRF. Gen. Lyons said the first vessel in this seven-ship plan could join the fleet as soon as the first quarter of Fiscal Year 2021.

Admiral Buzby has emphasized that our nation's strength and readiness are not only being challenged by an outdated U.S. government-owned fleet – but by a limited U.S.-flag commercial fleet and the shortage of qualified mariners necessary to sustain overseas military operations.

Gen. Lyons told lawmakers that he opposes the outsourcing of the organic sealift fleet as an answer. He reaffirmed that the "linkages to the commercial industry are inextricable – both in terms of mariners, in terms of additional capacity and in terms of global network." But there are challenges in generating sufficient cargo under U.S. flag, he said. You need the cargo - which influences the number of ships under U.S.-flag - which in turn influences the number of available qualified mariners. He repeated the oft-noted mantra that "cargo is king" and pointed out, "if we have the cargo moving under the U.S.-flag...we've got a viable U.S.-flag fleet."



*Extending the life of the aging sealift fleet instead of bringing in newer ships is putting the nation's sealift capability in doubt. The Ready Reserve Force fleet vessel CAPE HORN had some shipyard work done recently in Portland, OR. M.E.B.A. members from the Matson-managed vessel gathered for a photo as yard work was wrapping up. Left to right are C/E Evan Hafford, 1<sup>st</sup> A/E Niko Reyer, 2<sup>nd</sup> A/E Dan Posey, 3<sup>rd</sup> A/E Rob Marich and Port Engineer Ryan Connolly.*

# Finally! WWII Mariners to be Awarded the Congressional Gold Medal

A long overdue acknowledgement to our nation's "Fourth Arm of Defense" was finally won in mid-March after the President signed legislation [H.R. 5671] to award the Congressional Gold Medal to World War II mariners. The Congressional Gold Medal is the highest honor bestowed by Congress.

This initiative was a long time coming after various WWII mariner recognition bills "died on the vine" during multiple Congresses. Rep. John Garamendi (D-CA) spearheaded the House bill along with Reps. Don Young (R-AK) and Susan Brooks (R-IN). Senator Lisa Murkowski (R-AK) sponsored the companion legislation in the Senate. U.S.-flag shipping interests including maritime labor understand, more than most, how deserved this award is for our "Fourth Arm of Defense" and they lobbied hard to make this happen.

A single gold medal of appropriate design will be created and placed on display in the American Merchant Marine Museum at the Academy in Kings Point, NY. Duplicates will then be created and made available to the public. M.E.B.A. will be working with the Maritime Administration and the American Merchant Marine Veterans (AMMV), among others, on plans to create reproductions of the Gold Medal.

## Living WWII Arctic Run Mariners Eligible for Prestigious Medal

The US-Russia Joint Commission on POW/MIA (USRJC) is seeking mariners who participated in Arctic convoys during WWII who may be in line for special recognition. The USRJC, a Presidential commission, is reaching out to any U.S. Navy and Merchant Marine veterans that took part in war-related Arctic missions. They hope to honor them with the prestigious Ushakov Medal during the 75th Anniversary of the End of WWII (V-E Day), in May. The medal, named after the patron saint of the Russian Navy, Admiral Fyodor Ushakov, is one of the country's highest honors. The medal cannot be awarded posthumously.

If you know of a mariner who may be eligible for the medal, you are asked to contact the American Merchant Marine Veterans (AMMV) at their Cape Coral, FL Headquarters. You can reach Lynn Kelly, the AMMV National Office Administrator, at (475) 470-9200 or email her at ammermarvets@gmail.com



*At a dedication ceremony for a memorial honoring WWII merchant mariners and Navy Armed Guard at Eco Park along Veterans Parkway in Cape Coral, Florida. M.E.B.A. members and retirees volunteered their time and efforts to make this tribute to the "Fourth Arm of Defense" a reality. Seen here at a section of the memorial honoring mariners are (left to right) M.E.B.A. retirees Mike Finley, Joe Barbacane, Harry Bertram, Claude Pfeffer, Ken Quinn and Dru DiMattia. Dru chaired the committee that oversaw the creation of the memorial and is also heavily involved with the American Merchant Marine Veterans (AMMV).*

*Thanks to Leslie Bertram for the photo.*



*Left to right are WWII mariner Eugene Barner, Rep. John Garamendi (D-CA) who was the driving force behind the WWII Mariner Gold Medal bill, Rep. Morgan Griffith (R-VA), D.C. Propeller Club Treasurer Jon Kaskin, Rep. Don Young (R-AK), Rep. Susie Lee (D-NV), Rep. Bob Gibbs (R-OH) and WWII mariners Charles Mills and Gerard Driscoll. At the event, author William Geroux (not pictured) discussed his book "The Ghost Ships of Archangel: The Arctic Voyage That Defied the Nazis."*



# Shore Side Opportunities in the Pacific Northwest

M.E.B.A. members and applicants are continuing to answer the call for one of our newest contracted companies, Commercial Transcontinental Services. CTS is a supply management company based in Hawaii that provides opportunities for short term facilities engineering work. The Founder of CTS, Allen Clark, is a graduate of California Maritime Academy.

The initial rollout was in the Seattle/Portland area, with plans to expand to Oakland and Los Angeles. The Master Service Agreement provides an hourly rate for an 8-hour day Monday thru Friday with Fringe Benefits that provide Pension Credit, Medical and Training contributions as well as Federal Drug Testing and JEC (Hall) funds.

Initially, a work pool of interested individuals was compiled with submitted resumes and interviews. Very shortly thereafter, those requirements were waived as CTS was impressed with the quality and consistency of M.E.B.A. Engineers. Now these positions are available on the shipping board for any member or applicant.

This is an opportunity to explore shoreside employment while earning Group time and Pension credit with M.E.B.A. Contact the Seattle Hall for additional information.



**M.E.B.A. member Glenn Fuller at the Crossings Office Building in Portland, OR. M.E.B.A. engineers are well-suited for shoreside CTS work available on the West Coast.**



*Mariners are doing their part to keep the cargo flowing while so many of us are stuck in place. Engineers onboard the Waterman-managed M/V OCEAN GLOBE wave the blue-and-gold after the vessel pulled into the Port of Tarragona in northeast Spain. Left to right are C/E Sam Dengel, 1st A/E Mike Adams, 2nd A/E Terence Cooper and 3rd A/E Paige Frankel.*



*Mariners crewing the USNS WATKINS are back on the vessel after a recent shipyard period in Bayonne, NJ. The Military Sealift Command LMSR, managed by Patriot Contract Services, is crewed with expert M.E.B.A., MM&P, SIU, SUP & MFOW mariners. At the time, M.E.B.A. officers included Capt. Darin Huggins, C/E Steve Granahan, 1st A/E Felix Tapales, Maintenance 1st A/E John Lampke, 2nd A/E Tom Dindy, 3rd A/E Christopher Ames and 3rd A/E Blake Cadwalader.*



# 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.”*

## JOSE M. ARCHULETA



“Joe” Archuleta shipped out on his final voyage on March 11, 2020 at the age of 92. He started his seafaring career as an Apprentice in

1945 serving as an Oiler. By the time he retired in 1993, he had worked his way up to Chief Engineer. Some of his favorite tankers he served on included the RIVERHEAD SPIRIT and the LION OF CALIFORNIA. He was married to Mickey for 62 years before she died in 2014. He is survived by sons Juan and Tony and daughter Maria Elena Bevelacqua. He also leaves behind 3 brothers, 4 sisters, 11 grandchildren and 13 great-grandchildren.

## MARK VAN ANDERSON



We lost one hell of an engineer when Mark Anderson redlined his last overtime sheet on May 8, 2019. A native New Yorker, he died of heart failure in Las

Vegas, Nevada. He leaves three sons, Brian, Paul and Saverio, the mothers of his boys, his brother and fellow M.E.B.A. retiree Harold, and a raft full of friends in and out of the industry.

Mark was a graduate of Calhoon Group 72 and First, Chief and Port Engineer for APL and Maersk Line. He followed his father, Aldo, in the M.E.B.A. He was a thoroughgoing professional. Some of the ships he sailed on include the PRESIDENT TAFT, PRESIDENT JACKSON, PRESIDENT KENNEDY, PRESIDENT TRUMAN and APL THAILAND. Ships he husbanded for Maersk included the MAERSK KENSINGTON, MAERSK MONTANA and MAERSK DETROIT, just to name a few. He left each ship a little better than he found it. He enjoyed spending time with his brother on his ranch in Montana, and in his time off, he enjoyed operating heavy machinery on the ranch and collecting, building and operating scale models of Lionel trains. He also dreamt of running a ship repair business and had to be persuaded not to call it “Atlantic Coast Marine Engineering” because the acronym would have been “ACME” and that never served Wile E. Coyote well. A good shipmate (especially if he thought you could keep up) and a loyal friend, he was demanding, infuriating, respected, feared and much loved. He was memorable to say the least! In the end, all that one can say is that he was our friend and we will miss him. Fair winds and following seas...FWE. The world was a better place with you in it...

## JOHN O. ARNOLD

John Arnold embarked on his final passage on June 10, 2019 at the age of 68. He made Daphne, Alabama his home when he wasn't out on the ocean plying the waves. He was a whiz in the engine room and shipped out on various vessels including the SEA-LAND DISCOVERY, his last ship before his 1995 retirement. John is survived by family and friends including dear friend Mary Jansen.

## DAVID NORMAN BENSON



David Benson sailed into the sunset on April 28, 2019 at the age of 91. He served honorably in the U.S. Army in 1954 and earned

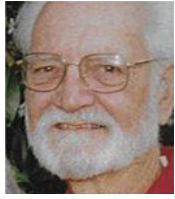
the National Defense Service medal. He's remembered for his strength and relaxed confidence, his ready smile and good humor. His family will miss him very much. He was predeceased by his loving wife Becky Benson and is survived by nephew Gary Benson and step-children Steve Malone and Patty McGee, among others.

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## DONALD BERGER



The keys went silent for Donald Berger on February 24, 2019 at the age of 91. After graduating from high school, Donald was trained as a Merchant Marine radio officer and served in WWII, the Korean War, and finally the Gulf War aboard the hospital ship USNS COMFORT. After 20 years sailing in ship radio shacks, Donald retired then began managing WPD, a ship-to-shore radio station in Tampa until his second retirement in 1989. He is survived by his son Joseph, daughter Karen Godfrey, grandson Jeremy Starritt, granddaughters Lianne Brye and Savannah Berger, and his great-granddaughter Lillian Brye. Don was a very active community member and volunteer of his time and talents. He was a charter member of his church, Holy Innocents of Valrico, donated gallons of blood, belonged to a Ham radio club, and volunteered on the WWII museum ship the SS AMERICAN VICTORY. Donald served as Scout Master of Boy Scout Troop 109 for 27 years and was a dedicated volunteer. He will be remembered by Scouts as a mentor and trusted friend. He was honored by his peers in scouting by being awarded the Wood Badge and the Silver Beaver Award. He was the first ever recipient of the Hillsborough County Commissioners' Lonnie Lee Napier Award for outstanding contributions to his community. He rejoins his wife Lillian, who predeceased him eight years ago.



## JOHN BERSEN

John Bersen reached his final shore on September 19, 2019 at the age of 92. Born in East Orange, NJ, John and his wife Dolores lived over 50 years in Lake Shawnee. Duty called at a very young age for John as he jumped on a ship to support the WWII war effort at age 15. He completed courses at Union

High School while aboard ship and rose quickly through the ranks to become Chief Engineer on various Liberty ships. During the Korean War, John served for two years as a Lieutenant in the US Navy. Returning to shipping commercially, he was honored to train as a nuclear specialist on the NS SAVANNAH, and was proud to be in charge during initial criticality of the world's first commercial nuclear ship. He was one of a handful of maritime engineers worldwide to hold certifications in steam, diesel, and nuclear engines. John then shared his wealth of knowledge with the next generation of marine engineers as the designer and department head of the electrical department at the Calhoun M.E.B.A. Engineering School in Baltimore. While there, John used his spare time to build an operational replica of a ship's engine room in the lower level of the school using salvaged components. He finished his career as VP of Port Engineering with Prudential Lines, with his office in the World Trade Center. In retirement, John enjoyed travelling in his motor home to all 48 contiguous states, maintaining his property in Lake Shawnee, and developing his skill as an artist in watercolor, stained glass, and ceramic painting. He was a member of the First Presbyterian Church of Berkshire Valley, where he is fondly remembered for his years of work as head of the buildings and grounds committee. Family and friends cherish John for his quick wit, his grateful attitude, and his willingness to preserve memories via photography. He joins his wife Dolores and brother Walter in death. He is survived by his children John, Mark, Diane Bersen and Dorothy Martin, as well as grandchildren Danielle, Ashley, Linsey, Michael, Daniel, Drew and David.



## ROBERT STEPHEN BIGHAM

Bob Bigham sailed toward safe haven on January 25, 2019 in Las Vegas, Nevada at

the age of 74. When he enrolled at the California Maritime Academy in 1962, he fell in love with the sea, an affection that lasted the rest of his life. As a midshipman, he sailed on the CMA Training Ship GOLDEN BEAR to each coast of South America and to the Caribbean and multiple Pacific ports. At the Academy, he excelled in sports and helped lead CMA to basketball success. Bob was also academically proficient and maintained high grades during his time there. By the time he graduated in July 1965, he was ready to put his skills to work. In 1965, US activities in Vietnam began ramping up and 150 ships were deployed for the effort, including some of the previously mothballed Victory ships that had their heyday in WWII. Bob went down to the M.E.B.A. Hall at 340 Fremont Street in San Francisco and signed up as a member. This was before the merger of M.E.B.A.'s deep-sea districts when the Pacific Coast District that Bob dealt with featured larger-than-life figures like Wesley "Tiny" Ferron, Henry Borello and Steve Franks. Bob caught a Victory ship with classmate John Tommaney and they sailed directly to Vietnam and stayed there shuttling between ports for a year. After that ship, Bob sailed on Waterman vessels with upper classman Tim Tarr. During this time he advanced his license and eventually upgraded to Chief Engineer. His longest permanent job was aboard the tanker LION OF CALIFORNIA that sailed the US West Coast. During the time he was serving on that ship, Bob purchased property in Napa Valley. He also bought and operated a furniture refinishing business in Marin County. During the Gulf War, Bob again sailed in support of his country and Union on Ready Reserve Force fleet vessels as a Chief Engineer. In later years, he performed relief work aboard various M.E.B.A.-contracted ships and later performed contract work aboard ships needing technical repairs and daily monitoring, like the ex-Sea-Land SL-7 ALGOL. Bob's retirement years were spent in his RV traveling all over California and Oregon visiting old shipmates

and classmates. Colorful, magnetic, and hardworking, Bob lived life to the fullest. He is survived by his brother Bill, among other family and friends.

### **RICHARD DEAN BOWSER**

Richard Bowser climbed the gangway to the great beyond on June 23, 2019 at the age of 93. He started out far away from the ocean's call, living in Nebraska before relocating to a farm in Portland, Oregon during the "Dust Bowl" years in the 1930s. But after high school, Richard suited up with the Coast Guard during the WWII years and fell in love with the sea. As ocean explorer Jacques Cousteau wrote, "The sea, once it casts its spell, it holds one in its net forever."

After his Coast Guard service years in 1944-45, Richard took courses at a maritime training facility in Los Angeles, CA where he developed his skills to work on ship engines. He had a knack for it – and when he wrapped up his studies, American President Lines put him to work and he showcased his skills as a wiper, oiler, assistant engineer, and eventually Chief Engineer. Richard took a hiatus in 1955 when he served in the U.S. Army for the next two years. After his honorable discharge, he returned to work at APL as a shoreside port engineer in both California and Texas. At the time of his retirement in the late 1990s, Richard was the longest tenured employee working for American President Lines.

Back in the early 1960s, Richard met the love of his life, Bylle Lou Hoeffliger in California and they were married on February 23, 1963. February 23 also marks the anniversary of the M.E.B.A., which makes it a particularly appropriate day for such an excellent engineer. Richard and Bylle enjoyed working together in their garden, boating, fishing, and traveling around the U.S. and Canada with their truck and camper. Richard also had a strong interest in the stock market and investing. He was an avid reader of financial magazines, *Barron's* and the *Wall Street Journal*. He also enjoyed attending annual corporate

shareholder meetings and watching financial stock market programs on TV. He and Bylle were married for 54 years until her death on May 14, 2017. Richard joined her on June 23, 2019 passing away peacefully in his sleep. It was the end of an era.

### **GERALD ADAIR BRASELL**

Jerry Brasell made his final crossing on July 31, 2019 at the age of 84. He was a go-getter who was larger than life. He joined up with the U.S. Navy in 1954 and spent the next 22 years of his life serving admirably, retiring as Chief Petty Officer. He then suited up in M.E.B.A. blue & gold and shipped out for the next 18 years as a seagoing engineer. During his career at sea, he sailed to ports on every continent except Antarctica. His passion was the sea. After retirement, he discovered fly fishing and thrust himself into his new hobby. Jerry had a dry sense of humor and earned nicknames such as "Montana Slim," "Raw-Bones," "Cowboy" and "Jerry Buck." He is survived by his son John, grandsons Porter and Carson, sisters Joyce Westbrook and Jenny Roberson, and brother Argus, as well as many nieces and nephews.



### **JAMES CASTO**

The keys went silent for Jim Casto on February 7, 2019 at the age of 85. He was a veteran of the U.S.

Air Force during the Korean Conflict. An ordained minister, Jim earned a Bachelor of Psychology from Houghton College, New York, and a Master of Divinity from Asbury Theological Seminary, Kentucky. He served in the Salvation Army in Atlanta, Georgia and Dallas, Texas. Jim's later career as a ship radio officer took him and his folding bicycle to five continents and countless countries. He is survived by his wife of 53 years Jeanne; brother John; sons Steven and David; daughters Deborah Adkins and Sarah McCarty; seven grandchildren; many nieces and nephews, and a lifetime of corny

jokes. In tough times he would joke that his favorite scripture was, "And it came to pass." And so it has, and will.

### **JOHN F. CONLEY**



John Conley eased into the firmament on June 23, 2018 in Savannah, GA at the age of 92. Born in Lisbon Falls, Maine, he served in the

US Navy on the USS CANBERRA during WWII and earned several Medals of Honor. After the war, he shipped out commercially. He later became politically active within the Industrial Technical Professional Employees Union (ITPEU), which was a Division of the M.E.B.A. at one time. John became National ITPEU President in 1991 and was a reliable and strong force on behalf of members and the labor movement for 19 years in that position. In July 2007, he was awarded the "Labor Leader of the Year" by the Georgia State AFL-CIO and in May 2010 he was presented the Ellis Island Medal of Honor award, for accomplishments in his field and inspired service. He retired in December of 2012 at the age of 86. His favorite times were returning to his home state of Maine in the summer to be with his family. He often rented summer homes on Sebago Lake entertaining his family and friends - he was happiest surrounded by his family. John also loved spending time on Crystal Lake with the Sullivan families and enjoyed eating his favorite seafood dishes on Portland's waterfront with the Dimillo family. During these memorable times, his dear friend Ellie Coursey was a great companion and often his travel partner. During his last several years, he cherished his time with his granddaughter Glorianna Estrella, her husband Aaron and their six beautiful daughters. They spent nearly every day together which brought him great joy and happiness. He also looked forward to his monthly visits from granddaughter Mei Pettiford and husband Terry who brought love and laughter into his

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home in Savannah while helping host his family and friends during holidays and birthdays. John is survived by four sons and three daughters; many grandchildren and great-grandchildren; and many nieces and nephews.

### STEPHEN ANDREW CRAIG



Stephen Craig sailed into safe harbor on January 2019 at the age of 93. He was born in a one-room shanty in the

Standing Rock Indian Reservation, ND where his father, Paul, was homesteading. According to family lore, the midwife, was not due for another several days. So, Steve's mother, Lyda, hung a white sheet out on the clothesline as a signal. Her husband, Paul came in from the field and delivered his first-born son. Steve joined his older sister, Roberta, and was followed by two younger brothers, David and James. Steve was the runt of the litter, but never-the-less, grew up responsible, hardworking, resourceful and stubborn. By the age of eight, he was working with the men out in the fields. He showed a knack for fixing machinery that would endure for the rest of his life. His family moved to Clifford, North Dakota in 1937. At the age of 17, at the height of WWII, he joined the Merchant Marine and was part of convoys in the South Pacific and North Atlantic. He survived his initiation ceremony for crossing the Equator as well as a Japanese submarine attack that torpedoed the ship next to his. After the war, he continued to sail as an engineer making port calls around the world but always returning to North Dakota.

He met his wife, Jean McVicar, in New York. They married in 1958 and headed west, settling in Benson, Arizona, where daughters, Laurie and Lyda were born. In 1966, Steve went back to sea with the Army Corps of Engineers, working his way up to Chief Engineer. In 1971, Steve bought a ten-acre "play farm" in Freehold Township, New

Jersey, where the family raised cats, rabbits, chickens and a horse. While at sea, everyone called him, "Chief" and "Sir." But on land, he was outnumbered in a household of independent females. A loyal union man, Steve was able to put his two daughters through college on his wages. It was his proudest accomplishment. In 1980, Steve was part of the Corps of Engineers' efforts to clear the Columbia River channels after the Mount St. Helen's eruption. He and Jean settled in Vancouver, WA in 1984. He was a member of various dance and social clubs and the life of the party in any room he walked into. For many Halloweens, he drove the wagon for Joe Bodine's Farm, taking kids out to pick their pumpkins. He built a wood shop and managed, over the years, to chop off pieces of his left pointer finger until it was a knuckle shorter than the right one. He was such a hard worker that it took him a few tries to retire. After he left the Corps, he was the relief engineer on the Black Ball COHO Ferry that runs between Port Angeles, WA and Victoria, B.C. Steve and Jean's 50<sup>th</sup> wedding anniversary was celebrated with a large crowd and lots of polka music. After 56 years of marriage, he lost Jean in 2015. His dear friend and neighbor, Beverly, moved in and saw to it that he was well taken care of and still the life of the party. He never lost his ability to delight in children, enjoy a cup of coffee or chase a new adventure. He went parasailing off the Jersey shore at the age of 91. He went out on his own terms at the age of 93, at home, with taste of Scotch on his tongue and loved ones by his side.



### JAMES PATRICK CURRAN

James Patrick Curran steamed into the sunset on January 21, 2020 at the age of 63. A Chief Engineer, Jim was a popular member and Calhoun M.E.B.A. School graduate who sailed all over the globe. He last went to sea in 2011 shipping out as 1<sup>st</sup> A/E on

the SEA-LAND PRODUCER. He loved traveling, spending time with his family, friends and beloved dogs and tinkering in his workshop. He would drop everything to help his friends and family who enjoyed his great sense of humor. Jim loved life and lived it to the fullest. He grew up in Wheaton, MD and lived in Jacksonville, FL until 2018, when he moved to Eugene, OR. He is survived by sisters Barbara Curran, Nancy Dodson and Mary Curran; nephews Michael and Nicholas Dodson; grandchildren by marriage Patrick, Andrew, and Olivia Buckley and his dear friend, Phyllis Hamby. His ashes were interred with his beloved wife Ann at St. Francis de Sales Cemetery in Kilmarnock, VA.

### JOHN W. DOROZYNSKI



Capt. John Dorozynski sailed off toward his final port call on July 17, 2019 at the age of 82. He was a SUNY (Fort Schuyler) graduate that prepared

him well for a successful career at sea. He spent 40 years plying the waves and sailed around the globe many times. John began a new phase of his joyous life as the 21<sup>st</sup> Century began and he retired from the ocean. He is preceded in death by his brother Teddy and son Derek and is survived by Annette - his beloved wife of 60 years, son John Jr, daughter-in-law Tammy, and grandchildren Isabella and Annalee.

### JOHN G. DUARTE, JR.



John Duarte, Jr made his final voyage on July 31, 2019 at the age of 82. He worked on Woods Hole vessels for years then relocated to the Big Apple

and sailed ferries as Chief Engineer working until 2002. He is survived by his wife Domingas; children Maria Verissimo, Carlos Duarte, Christina Panek and John Duarte; siblings Edith Costa, Eleanor Vandiver and

Robert Duarte; grandchildren, Julian, Lucas, Allyson, Carina, and Jacinda; and many nieces and nephews.

### JOSEPH GRADY GEORGE

Joe George stood his final watch on March 26, 2020 at the age of 62. He was a longtime engineer who sailed for a variety of shipping companies and assisted the Union on organizing needs in the early 2000s. Joe was a U.S. Merchant Marine Academy graduate who was a native of Metairie and a resident of Houma, LA. He enjoyed studying aircraft, listening to music, watching sports, and serving his community in various ways. He will be greatly missed by all whose hearts he touched. He is survived by his wife, Nanthikorn "Nani" George; parents Horace Clinton Jr. and Traute Elsa Laura Roesch George; uncles Gerd Roesch and Knut Roesch; and aunt Carolyn Jordan.



### WALTER GIBSON

Walter Gibson's key went silent on December 9, 2019 at the age of 79 after a final illness. He had a lengthy career in the Navy and then went to sea on commercial ships as a Radio Officer as part of M.E.B.A. District No. 3 – ROU. Walt last shipped out with Sea-Land Service before closing the door on his radio shack and taking retirement with 22 pension credit years. Among other shoreside ventures, Walt taught GMDSS at MITAGS-PMI for over 10 years. He is missed dearly by all his friends, shipmates and industry colleagues.

### JAMES ANGUS GILLIS



James Gillis set course for calmer waters on March 3, 2019 in Millbrae, CA at the age of 98. He worked his entire career as a merchant seaman, the majority

of the time with American President Lines, and traveled the world as a Chief Engineer. His last M.E.B.A. job was with Marine Transport Lines serving as an engineer aboard the oil tanker B.T. SAN DIEGO in 1984. His Catholic faith was very important to him, and James was a proud and active member of the Knights of Columbus, becoming a 3<sup>rd</sup> Degree Knight in 1996. James was also a charter member of the St. Dunstan's Council, in Millbrae, where he championed and assisted with the construction of the service mobility ramp still in use today. James also happily assisted with many other construction projects on the grounds of St. Dunstan's Catholic Church. He spent his time in retirement working on the SS RED OAK VICTORY and the SS JEREMIAH O'BRIEN restorations. He was a member of the O'BRIEN crew after the vessel was made seaworthy again and he sailed back to Europe for its commemoration ceremony. He was an avid hockey fan and enjoyed watching San Jose Sharks games, as well as spending time on the ice himself. He'd skate at the local ice rink with his son Teddy. Swimming was another activity that James enjoyed. He was happiest spending time with his wife Audrey and son Teddy. They adored their home, family, and friends, as well as many road trips visiting Canada. James leaves behind his devoted wife of 55 years Audrey. He joins his son Patrick (Teddy) Gillis, his brother John, and his sisters Jessie Gillis and Lorraine Gillis. James is also survived by his nephews Jack Gillis and James Gillis, his grandnieces Jessica and Jenna Gillis, and his grand-nephew Joshua Gillis.



### RONALD R. GUNNER

Ron Gunner shipped off toward his final destination in Seattle, WA on June 29, 2019 at the age of 90. He was born in Seattle six minutes after his identical twin Donald. He stayed in the area

initially attending Seattle University before switching over to the East Coast with his enrollment at Massachusetts Maritime Academy. After his graduation, he began a long career working in ship engine rooms for the next 40+ years. He sailed in the 1950s with the Military Sea Transportation Service (MSTS), the precursor to the Military Sealift Command, and worked vessels transporting Vietnamese from North to South Vietnam. He later sailed with Keystone on T-2 tankers in various capacities. During the Union's transition to an all-coast unit when M.E.B.A. District No. 1 & the PCD merged in 1968, Ron was active both ashore and afloat supporting the M.E.B.A. During the Vietnam War, Brother Gunner first sailed as Chief Engineer with American President Lines (APL) aboard the HUNTER VICTORY around 1966. He was recognized for his abilities and was transferred to APL linehaul vessels after the HUNTER VICTORY went into lay-up. He sailed as Chief Engineer aboard numerous APL vessels until his retirement in 1994. He was permanent Chief Engineer with APL aboard the Seamaster – PRESIDENT GRANT and C8 – PRESIDENT HOOVER. Ron was recognized as one of the best, and mentored many young upcoming engineers during his 28 years serving as Chief Engineer. He was a solid union member his whole shipping career and worked hard on M.E.B.A. retiree issues when his seafaring days were done. He was affectionately known to his family and friends as "Uncle Ronnie" or "The Godfather" and, following his retirement, enjoyed a life by the water on the shores of Lake Sammamish outside of Seattle, Washington. His shipmates remember Ron as a standup guy who was always there to support or guide you in an hour of need. He took the job as Chief very seriously and helped his crewmembers and friends on and off the ship. His passing is a real loss to all who were fortunate enough to call him friend. Ronnie epitomized the best in what comprises a Marine Engineer. He is

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survived by his brother Arthur, niece Lynn Boyle, nephew Jack Gunner and many grand nieces and nephews.

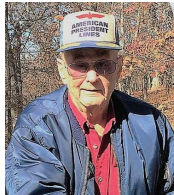


### **FREDERICK GLENNWOOD HETTLING JR.**

The seas calmed for Fred Hettling on September 7, 2019

at the age of 66. Fred loved his family and his friends. No one he met was a stranger - your friends became his friends. When he wasn't spending time with his loved ones, he could be found hunting, fishing, crabbing, or at his beach house. Fred loved his life. If you could ask him, he would say - Don't worry or feel sad for me, I'm fishin' with the master of the sea. He retired from shipping in 2003. He last sailed for Keystone as Chief Engineer onboard the CHILBAR. He is survived by his wife Ruth; sons Fred III and Raymond; Hettling; grandchildren Keegan and Freddie IV.

### **BENNIE HICKS**



Bennie Hicks crossed the great divide on November 5, 2018 at the age of 91. Bennie had a great shipping career that spanned many decades. After

his sailing days, he worked as a Port Engineer for American President Lines for years until his retirement took effect in January 1990. He is survived by many family and friends including wife Dolores and daughter Karen.



### **JIMMIE FAY HIRTH**

Jimmie Hirth reached her journey's end on July 7, 2019 at the age of 81. Those attending the Calhoun M.E.B.A.

Engineering School between 1967 and the late 1980s remember Jimmie who served as a School registrar on Light Street in Baltimore. She was efficient and loved by students for always looking after their best interests.

Jimmie continued in her role at the School until after the CMES moved to its current location in Easton, MD. She then handed the torch to Shirley Shelton who represented that position for the next 21 years. After she retired, Jimmie moved to Indian Trail, North Carolina. She was preceded in death by her husband Bill. Her son Robin sailed with the M.E.B.A. for years. She is survived by Robin, her sister Frances Perry, numerous nieces and nephews, stepdaughter Lynn Stein, grandchildren Tracy, Hope and Harry and great grandchildren.



### **RICHARD WILEY JENDRASKO, SR.**

Richard Jendrasko sailed into the next life on February 3, 2020 at the age of

84. From adolescence, Richard was destined for greatness. It all started when he was about ten years old, he was a local "yo-yo" champion and would play anything with strings and wow the crowds at talent contests. Other times, he could be found in the boxing ring, taking after his grandfather, Percy Patrick Wiley, aka "Johnny Glover."

Even though Richard - known by some as the "original Chip" - had many talents, he put those aside to start working at a young age. Only 15 years old, he went to sea, peeling potatoes and washing the deck. When Chip returned, he went to the "7-11 dance" at Portland High School, meeting the love of his life Bernice Roberts. Little did they both know they would spend the next 62 wonderful years together, raising seven children. Chip joined the 82<sup>nd</sup> Airborne of the U.S. Army from 1957-1959. After he finished his commitment, he found his career as a merchant mariner, spending six years sailing with the NMU and another 28 years as a member of the M.E.B.A. working his way up to Chief Engineer. Chip came out of retirement to join the effort during Operation Desert Storm. After returning stateside, he finally retired...until he couldn't keep up with the honey-do lists any longer. He then

came out of retirement, yet again, to go work for Maine Medical Center as a stationary engineer in the boiler room.

Knowing Chip, you knew he had a strong work ethic, but that was just one side of him. The other side was a family man, who took countless trips in the family's station wagon, and going to Connecticut with Bernice and the children. Not a month went by without going to multiple birthday parties, camping or taking trips to be closer to the water. Family was everything to Chip. He was also quick with a quip and ready to regale you with a tale. Once the nest was empty, Chip and Bernice found themselves taking trips to Oxford casino, spending time in the backyard with his animals, having the Patriots on every Sunday at "Patriots central" and just about every other sporting event as well. As the grandkids started getting older, Chip loved watching their sporting events, enjoying the competitiveness and their athleticism. One of the other proud moments in Chip's life was being a friend of Bill W's for over 35 years, instilling the importance of keeping his relationship with Bill during that time. He joins his wife Bernice and is survived by his seven children, Frances Jendrasko-Caterina, Benjamin Jendrasko, Leon Jendrasko, Ann Marie Jendrasko, Richard Jendrasko Jr., Evelyn LaRochelle and Peter Jendrasko; 20 grandchildren; 30 great-grandchildren; and one great-great-granddaughter; sisters, Leona Anderson and Lois Thompson; and his brother Peter Murphy.

### **EDWARD CAVERLEE JONES**



Ed Jones steamed into the sunset on July 15, 2019 at the age of 94. In 1942 on his 18<sup>th</sup> birthday, he enlisted in the Navy and was assigned to the branch of the service with

the greatest need, the Navy Armed Guard. Theirs was the dangerous task of defending US merchant ships that supplied our troops and unflinchingly contributing to the Allied victory. As

a Gunner's Mate Third Class, Edward served on five different merchant ships, logging well over 3 years of active-duty sea time. His first ship was torpedoed and sunk in March of 1943, leading to the loss of two shipmates. His awards include the American, European and Asiatic Pacific Theater Ribbons, the Philippine Liberation Ribbon, Good Conduct Medal and Victory Medal.

A Richmond, VA native, Edward moved to New York after the war to pursue a career with the Northrop Grumman Corporation, overseeing quality control. He moved to the Eastern Shore to spearhead Grumman's operations in the mid-1980s, which set him on a path of invigorated interest in his new community. A member of local interest groups, neighborhood initiatives and social groups, Ed took to his new surroundings with the vigor, verve and panache of a Southern gentleman – a quality that, despite his long years in New York, defined him. He is survived by his loving wife of 61 years, Margaret, sons William and Kevin and his sister Virginia Fordham.

### **PAUL BRITTON JUSTICE, JR.**



Paul Justice steamed into the sunset on August 4, 2018 at the age of 74. He distinguished himself in the U.S. Army before suiting up

with the blue and gold of the M.E.B.A. He sailed across the globe many times for a variety of shipping companies including Sea-Land Service. Paul is survived by daughters Paula Rutledge, Britton Johnson and Sarah Thomas; brothers James Warren "Choo Choo" Justice and Troy Kidwell; sisters Beverly Horton, Stephany Justice and Paulette Sterba; grandchildren Tyra Lilly, Hank and Amelia Johnson, Espen and Declan Thomas; and several nieces and nephews.

### **TIMOTHY R. KNAUER**

Tim Knauer sailed toward distant lands on April 24, 2019 at the age

of 74. He kept his engine rooms humming in voyages across the globe. He last shipped out in 1996 as Chief Engineer onboard the M/V OOCL INSPIRATION with Sea-Land Service. He was a resident of Incline Village, NV and joins his wife Virgilia who died in 2013. Tim is survived by his son Jeffrey among others.

### **LEROY T. KOEHLER**

Leroy Koehler made his farewell on August 21, 2019 at the age of 90. He had a long and prosperous career at sea that wound down in the late 1990s. He last shipped out as 2<sup>nd</sup> A/E onboard the SEA-LAND PATRIOT. Leroy was a resident of Sonoma, CA and joins his wife Doris in death. He is survived by family and friends including niece Kristi Paite.

### **MILTON KORNYLAK**

Another member of the Greatest Generation sailed into the sunset on December 3, 2019 at the age of 100. Milton Kornylak passed away peacefully after a long and productive career. He was a true ancient mariner. Milton graduated from the Stevens Institute of Technology, was known for putting theoretical knowledge to practical use, and was able to secure a well-paying job as a surveyor during the depression. He was also artistically inclined, and drew beautiful posters on bulletin boards, and automobile safety diagrams at Stevens Institute. He served briefly in the Navy then put his talents to use as a ship engineer and sailed for 56 years, retiring at 80 years old, in 1999. He last sailed on the Marine Transport lines vessel MARINE CHEMIST in the late 1990s. Milton traveled the world over, and was always ready to help children and animals in need, as he recounted vivid stories of his travels. He loved hard work, was generous, thoughtful, and helped his family physically and financially, whenever they needed it. Milton spent his last years with his nephew, Bill Gilbert and wife Terri. He loved the warm Florida weather - no more shoveling snow. Growing tomatoes in

NJ was his favorite pastime, Florida tomatoes, sadly, never measured up. He is survived by his sister Helen as well as many nieces and nephews.

### **JOSEPH MATTHEW LAPPIN**



Joe "Jingles" Lappin sailed into the unknown on Dec. 16, 2019 at Maine Veterans' Home in Scarborough, Maine at the age of 93. He

served in the U.S. Navy stationed on the USS. CUSHING during World War II. After the war, Joe graduated from Adelphi University and worked as a certified public accountant. He was the internal auditor at the M.E.B.A. Plan office from 1974-1992. His true legacy is his marriage of 58 years to his beloved Colleen and his family of seven children, 12 grandchildren and 10 great-grandchildren. He raised his family in Babylon, N.Y. where he enjoyed family adventures on the Great South Bay. He was active as a lector and on the parish council of St. Joseph's Church, Babylon, N.Y. During his retirement years, Colleen and Joe were active in St. Pius X Church in Portland, Maine. They enjoyed walks around Portland's Back Cove, and many visits to and from their children and grandchildren. Joe was predeceased by his beloved wife Colleen, daughter Kathleen Lappin Wurgler, and sister Marion Lappin Cunningham. He is survived by his children, Tricia and Jim, Jane, Mary and Michael, John and Sue, Maureen, Tom, and Jim Wurgler; his grandchildren, Meghan, Andrew, John, Thomas, Kate, Matthew, Susie, Jessica, Hannah, James, Grace and Tess, as well as 10 great-grandchildren.

### **CLAUDE A. LAYTON**

Claude Layton pushed off toward his final frontier on March 27, 2019 at the age of 91. His shipping career took him around the world many times, afforded him a comfortable life and provided a never-ending source of sea stories he used to entertain family and friends. Before his official retirement in the

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early 1990s, he sailed on a variety of vessels with several shipping companies including Lykes, Sea-Land and Delta Lines. Claude was a resident of Conroe, TX. He joins his wife Eva in death and is survived by many family and friends.

### GORDON LINDEN



Gordon Linden shipped out to the great beyond on December 9, 2019 at the age of 78 in Lake Norden, SD. He joined the Seafarers International Union in 1967 beginning his shipping career on the NORBERTO CAPAY. He later became part of the M.E.B.A. and wrapped up a productive and prosperous 30-year career in the Merchant Marine in 2006. He was a great guy who enjoyed traveling and seeing the world. Gordon was a real humanitarian who was dedicated in his mission to help the poor. He leaves behind many family and friends.

### ANDREW LOPEZ JR.



Eight bells rang for Andrew Lopez Jr on June 1, 2019 at the age of 93. Andrew served in WWII and worked in the airborne 503<sup>rd</sup> company, a parachute regiment and served 8 years in the National Guard. He later attended the Calhoun M.E.B.A. cadet program and shipped out until late in life. He was loved and appreciated by his shipmates. Throughout his life, he was a devoted Catholic and was very family-oriented. Andrew is survived by his sons Andrew III, Rudolph and Joseph; daughter Jessica Lopez; second wife Kelly; siblings, Evangelina Nevares and Robert Lopez; grandchildren Melissica Clay, Benjamin Rendon III, Richard Wilson, Rudolph Lopez, Jr., Francis Miles, Arnulfo Lopez, Andrew Lopez IV, Melissa Bowen and Regina Montague. He also leaves behind 20 great-grandchildren and 6 great-great-grandchildren to cherish his memory.

### DENNIS J. MACCOURBER



Dennis MacCumber crossed the final bar on August 28, 2019 at the age of 80. After high school in Washington State, he served three years in the US Army, later spending time in the Army Reserves. In 1962, he began a 39-year career of working on and around ships. He started as an unlicensed crewman eventually transitioning to Chief Engineer. He was a member of various trade and maritime unions before joining the M.E.B.A. in 1986. Throughout the 1960s and '70s, Dennis worked in a Portland-area shipyard and for Todd Shipyard in Seattle. He lived in the San Francisco Bay area and sailed on supply ships during the Vietnam War. He then worked on fish processors out of Kodiak and Dutch Harbor, Alaska. From 1975-1985, he served on tugboats for Knappton Towboat Company, servicing ports in Alaska. From 1986-1988, Dennis worked as an engineer on a NOAA research vessel sailing out of Seattle. Later on, he shipped out on Sealift tankers, Liberty Maritime vessels and Sea-Land and Horizon Line D-7s. When he wasn't traveling the world, either on ships or for fun, Dennis loved riding motorcycles. Starting with a Cushman Scooter in high school, he also rode, among others, a BMW, a Norton Commando, a Harley Davidson Sportster, a Ducati Monster, and an Italian Aprilia. He retired from shipping in 2001 and left the rainy Pacific Northwest for sunny Kauai, HI. He loved his retirement years in "paradise" and was an enthusiastic transplant to island living. He built his own traditional-style home there, with a guest "shack" and planted a garden of mangoes, kiwis, avocados, cacao, and papaya. A variety of ducks, chickens and cats made their home on his property. Dennis had a lifelong love of radio and music of all kinds. In his youth he had adopted his father's hobby of ham radio and also loved old radio programs. In his retirement he enjoyed volunteering

for Kauai's community radio station, KKCR and was proud of his "Den on the I-10" show, which featured music from artists living along US Interstate 10, "from Bakersfield to Jacksonville." He volunteered for KKCR from 2004 until his death. Dennis was a self-proclaimed "thrifty guy" with a dry wit and a loathing for injustice. Left to cherish his memory are his sister Judy Thacker, nephews Jon and Scott Belknap, nephew Mark Madsen, long-time partner, Karen Huntsberger, and many friends and family.

### JOHN CHARLES MAIER



John Maier rose above the horizon on January 16, 2019 at the age of 90. John was a resident of Towson, MD who wrapped up a long and impressive shipping career in the early 1980s. He last went to sea with U.S. Lines in 1982 before hanging up his boiler suit a final time. He leaves behind many family and friends including nephews James Rettberg, III, Robert Rettberg, and Dianne Biddison as well as many great and great-great nieces and nephews.

### ANGELO J. PETOSA



Angelo Petosa shipped out toward his final destination on Oct. 16, 2019 at the age of 90. He emigrated from Italy with his family in 1932 and graduated from the U.S. Merchant Marine Academy as a Deck Officer in 1954. He then began sailing around the world on a variety of ships. He also served his country in the US Naval Reserve as a lieutenant senior grade. For all of his life Angelo was deeply devoted to his family. Despite the poverty of his youth, he remained grateful, often saying, "We didn't have much, but we had each other." Angelo will be celebrated as a fun-loving, generous man who loved to garden, play cards, horseshoes, bocce

ball and host parties for his extensive family and friends. He was a devoted husband of 54 years to the late Theresa G.; loving father to Anthony Petosa and Janet Marsh; grandfather to JuliaRose, Teresa and Alexa, and uncle to numerous nieces and nephews.

### MELVIN EARL RECTOR



Melvin Rector made sail for the great unknown on December 2, 2018 at the age of 91. Mel loved to tell stories of his experiences growing up with his cousin Rooster and the Rector clan on Sequatchie Mountain in Tennessee. Their hilarious antics provided friends and family with many entertaining stories. At the age of 14 in Charleston, SC, he remembered how a neighbor rushed through the neighborhood with news that Japan had bombed Pearl Harbor. That helped spur his desire to join the U.S. States Navy, but his dad, who was an infantryman during WWI, wouldn't sign for him. But in 1944, Mel began shipping out with the Merchant Marine and helped deliver key war cargo in the European theater making multiple missions. He was in Times Square in New York City when every horn in the Big Apple began blaring the news of Victory. After the war, Mel worked a year at the steel mills in Birmingham, Alabama when his first daughter was born. But the call of the sea was in his heart and he returned to shipping. Around 1950, he moved his family to Port Arthur Texas which was one of the busiest shipping ports in the country. Following a voyage, he'd return to his family with endless stories of his travels and experiences and brought back exciting gifts from around the world. He sailed for Texaco out of Port Arthur as a Second Engineer and later port relief work. His retirement became official on New Year's Day 1991 and he spent his days in North Alabama surrounded by his wife's large extended "Thornton" family. To all the many nieces and nephews, he was described as "the favorite uncle." He

thought every person was important and valuable regardless of age, social standing or accomplishments. He never met a stranger. Brand new acquaintances immediately felt like they had always known him and would look forward to the next visit with much anticipation to hear about his many experiences and hilarious, fascinating stories. The epitome of a southern gentleman, he looked youthful his whole life. Even in his final week, he looked 20 years younger than his actual age. He was married to Helen for 63 years until her death in 2012. He said life would never be the same without her and he missed her every day. Those left behind to treasure their memories of Mel are his daughters Brenda Hammer and Marguerite Usey; grandchildren Terry Jay Cook, Jr., Melissa Coleman, Jonathan Coleman, Leah Coleman, and Daniel Usey; great grandchildren Nathaniel Williams, Matthew Williams, Emerald Byrd and Joshua Coleman; and many friends.

### THOMAS J. ROYERE

Tom Royere pushed off toward his final frontier on April 26, 2019 at the age of 92 under the care of HPH Hospice in Beverly Hills, FL. He was a US Army Veteran before he began shipping out with the M.E.B.A. as an engineer. Among other vessels, he sailed with Puerto Rico Marine Management, Inc. (PRMMI) onboard the GUAYAMA as 1<sup>st</sup> A/E. His retirement took hold in 1990. He is survived by many family and friends.

### ROBERTO SANTOVENA



Roberto Santovena was loosed from his moorings on July 16, 2018 at the age of 83. He was born in Honduras and came to America in the 1950s. He proudly served his country in the U.S. Army during the Korean War then began shipping out commercially as an M.E.B.A. engineer. He upgraded his license to Chief Engineer and worked for Lykes

Brothers among other companies. He is survived by many family and friends including daughter Mary Garcia and son Paul; grandchildren Julian and Miranda; sister Maria Luisa. Nieces Lisa and Carolina, and nephew Brian.

### JERRY WILLIAM SHARP

Jerry Sharp set sail for uncharted waters on August 5, 2017 at the age of 91. After Jerry was discharged from the Army, he joined the M.E.B.A. and went to sea. He sailed for years back and forth across the globe and was a respected Chief Engineer. He last sailed in 1991 shipping out as a 3<sup>rd</sup> A/E on a Lykes Bros. ship. He retired the next year. In his private life, he was a member of the Masonic Order for 70 years and a Ham Radio Operator (call letters WB4AOT). He joins his wife Eleanore in death and is survived by extended family and friends including niece Alida Reyes and grandson Frederick Hurwich, III.

### JOHN H. SHEA



Jack Shea sailed off to the source on November 12, 2018 at the age of 72. After attending Massachusetts

Maritime Academy, he shipped out for 32 years and crossed the globe many times in a productive and colorful career. He last went to sea onboard the SEA-LAND DEFENDER as Chief Engineer shortly before his retirement. After his sailing days were over in 2000, he worked as a Regional Engineer with Boston Properties. A resident of Manchester-by-the-Sea, MA for the last forty years of his life, Jack was known throughout his extended community of family and friends as a devoted husband, father, and friend who gave tirelessly to those who needed him. He will be remembered for his salty sense of humor, huge heart, and contagious smile. In addition to his wife of 39 years Nancy, he is survived by children Michael, Jeffrey and Jennifer; grandchildren Henry

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and Myles Shea; son John Shea III and grandsons Harrison and Noah; as well as a large extended family including sisters Jill Howland and Nancy Rineman; and brother Peter.

### **EDWARD SHERWIN**



Ed Sherwin sailed into another life on July 12, 2019 at the age of 66. His mother Edna passed away a day later, shortly after learning of Edward's death. He was a proud graduate of Massachusetts Maritime Academy in Buzzards Bay, MA (Class of 1974). He traveled the world for 29 years and sailed as Chief Engineer for various companies including Marine Transport Lines. Ed retired in 2003 and was able to devote more time to his interests. He was an avid saltwater fisherman, enthusiastic gardener, and loved to cook, but his family brought him his greatest joy. He was a dedicated husband, father, and grandfather. He also enjoyed spending time outside with his dog, Tobey. He and his wife Jacqueline shared 36 years of marriage. In addition to his wife, he leaves children Catherine Sherwin-Gupta, Abbie Sherwin and Daniel Sherwin, his granddaughter Olivia Gupta, three siblings Richard J., Thomas and Muriel Coulstring, as well as nieces and nephews.

### **NELSON McCALLUM SHERWOOD JR.**

Nelson Sherwood shipped out to his final destination on October 27, 2019 at the age of 73. He was a U.S. Navy veteran who served in Vietnam before a long and prosperous career at sea with M.E.B.A. and the U.S. Merchant Marine. He last shipped out in 1999, serving as 2<sup>nd</sup> A/E aboard the Keystone-managed vessel CAPE VICTORY. Survivors include his son Nelson Sherwood III, daughter Amanda Beechler; sisters Janet, Selia and Mary Sherwood; and brothers Edwin and John.

### **JAMES C. SPERLING**

James Sperling found his safe haven on September 18, 2018 at the age of 98. He had a long and memorable career at sea that wrapped up in the early 1980s following a final sea job with American President Lines. He was a resident of Hillsboro, OR and is survived by many family and friends including his third wife Ila.

### **ARTHUR R. ST. PETER**



Arthur "Butch" R. St. Peter sailed off to his final port of call on February 19, 2019 at the age of 67. Butch was a 1969 graduate of Old Town High School in Penobscot County, Maine. He served in the U.S. Army in 1970 with the 101<sup>st</sup> Airborne in Vietnam and then enrolled at the Calhoun M.E.B.A. Engineering School on Light Street in Baltimore, where he graduated with the class of 1977. He was a Chief Engineer at 39, steam and diesel, and sailed for years with Sea-Land Service until his retirement in 2000. He is survived by his beloved wife, Mary St. Peter, daughter Suzette Johnston and grandchildren Bryce, Colby, and Kaylee, brother George, sisters Theresa Michaud and Valerie Jamieson, and many amazing and dear nieces and nephews, special best friends Captain Glen Hinckley and his wife Dee, their sons Daniel and Ryan Hinckley, special life-long friend Gary Furlotte and his wife Cindy, and a very special mother-in-law Corda LaFlamme.

Butch had no regrets and lived a good life. He was truly a self-made man, who started with humble beginnings on French Island in Maine. Whatever he did, he was a perfectionist and did it well. He retired in 2000 to live his life at his Shangri-La, Beech Hill Pond in Maine with (in his words), "the sweetest girl on God's green Earth." Butch's happiest days were spent with his family at the lake. He was quick to instigate fun. The grandkids

loved Pepe's slide fest every year in late winter. He'd careen down a hill laughing as loud as the kids. One time, there wasn't enough snow - no matter. Butch rigged up the 4-wheeler to tow the whole gang on inner tubes over the lake. This is stuff that childhood memories are made of, with a grandfather like that. In the fall, he loved to take long buggy rides into the woods. Butch often suggested a fall ride to Mary so that she could enjoy her hobby of taking photographs. Butch liked to play captain of his pontoon boat and his tours included jamming classic rock and drinking beer in the sunshine. When Bryce was a boy, Pepe took him to the beach often to build sand castles for hours. Each one was well designed and had such names as Voodoo or Pirate Castle. Butch also loved hanging out in the garage. He taught his grandkids the fine art of shooting with BB guns. He was a cat lover and adored his fur baby "Mittens" who got chubby from all of the extra treats he gave her. He had such a playful personality, he could easily connect with children and those young at heart. Left to remove a wasp nest, he showed the kids how to turn a can of WD-40 into a flame thrower to burn that nest down. He had a sweet tooth for life and chocolate. He was so proud of his daughter Suzette and her family. Butch thought both she and her husband Jason were perfect parents and created a household that was a great place for kids to be raised. Butch was especially close to his daughter and supported her emotionally in any endeavors she decided to try with the unconditional love of a caring father. He was totally in love with his wife and grateful for every single day they had together. Butch was also a wonderful chef and really enjoyed being in the kitchen. He was often disappointed when he went out to eat because his cooking was superior. He loved doing outdoor cooking in the summer, often doing a huge lobster bake with clams for the family. Butch was extremely private about his life. Death didn't define him, his life did.

## EVERETT PARK STRATTON

Everett Stratton stood his final watch on April 30, 2019 at the age of 87 at his home at Sam Rayburn Lake, Jasper, Texas. He grew up on a farm near Ladora, Iowa and attended a one-room country school before high school in Marengo, TX. In 1948, he joined the U.S. Navy and was part of the reconstruction effort after WWII. Around 1950, he traveled from Iowa to Port Arthur, Texas on his motorcycle and earned the nickname “Yank” from his time spent in the north. He joined the Merchant Marine and worked onboard oil tankers in the engine room. Eventually, he upgraded his license to Chief Engineer. In 1984, he and his wife Dolly started Ace Glass & Mirror but he continued to ship out until he retired in 1987 and moved to the lake where he lived out the rest of his days. He worked on a slew of ships for a number of companies but last went to sea with Amoco Shipping on the SS DELAWARE SEA.

He loved the outdoors, camping, fishing, hunting, NASCAR, and the Daytona motorcycle races. He loved to travel, and headed down to Marengo - usually around July 4<sup>th</sup>, he read and spent time on his computer. His favorite TV shows were Fox News, *Alaska Bush People*, *Gold Rush* and *The Curse of Oak Island*. He wasn't a very religious man. He lived a very adventurous life with many stories to tell and would spout out funny aphorisms like “be careful of the toes you step on today, because they may be attached to the butt you have to kiss tomorrow.” Another one is “Life will always try to make things difficult for you, but every time you overcome obstacles, you come out stronger. Always be yourself and be proud of who you are.” He and Dolly have one son Mark and one daughter Cindy Begnaud; grandson Curtis Stratton and granddaughter Haili Stratton; and great granddaughters Skylar & Pyper Stratton.

## PERRY ALLEN STUTMAN



Perry Stutman sailed into the sweet hereafter on November 23, 2019 at the age of 72. He grew up in Baltimore, MD and joined the cadet program at the Calhoun M.E.B.A. Engineering School on Light Street. When he graduated the program, he began his long association with the sea by serving as an engineer on various vessels delivering ammunition and bombs to our troops in Vietnam. He later developed a tankship training course for licensed deck and engineering officers and constructed the original full-scale working centrifuge system for oil treatment. He also concurrently finished his college degree in Environmental Science at Towson University and successfully completed training for his pilot's license from the FAA. He last went to sea as Chief Engineer aboard the SS CAPE ARCHWAY. He helped bring the ship out of an 11-year lay-up to sail in support of Operations Desert Storm/ Desert Shield. As a mariner, he was an instructor at the M.E.B.A. School in Easton for 14 years. It was during this time he met and fell madly in love with Sheila, who he married. After the Gulf War, he retired from shipping and began serving as Engineering Section Chief with the US Coast Guard. He eventually became the Division Chief of Course Approval and Examinations at the National Maritime Center.

In 2008, Perry was elected as a member (and President) to several terms as Queenstown (MD) Commissioner. He was also involved in the planning commission and Board of Appeals and the Eastern Shore Association of Municipalities. In addition, he was part of the Maryland Municipal League and was later recognized as Volunteer of the Year. He designed the official Queenstown flag that is currently in use. He kept busy between careers and volunteering with his talent for

construction and renovating his homes; he and Sheila owned a boutique and tux rental, he volunteered as “Santa” at a Senior Center, and he worked on a boat for the Miles River Log Canoe Races. He was also an actor who performed at the Church Hill Theatre. In addition, he was member and past officer of Miles River Yacht Club, St. Michaels Rotary Club, and Charter member and officer of Kent Island Rotary Club. Among others, he is survived by his wife of 34 years Sheila. Perry was also a generous and remarkable stepfather to Bradley, Robert, and Bryon Callahan, and he was a devoted loving “Popeye” to 12 grandchildren and 5 great grandchildren.

## ERNEST TESORO

Ernest Tesoro shoved off to his eternal reward on July 29, 2019 at the age of 97. His wife of 62 years Letizia was at his bedside. As a young man, he graduated from Officer Candidate School in New London, Connecticut then began shipping out. After a long and successful career at sea, he retired and went to work for the Commonwealth of Massachusetts. He lived in Salem, New Hampshire for 27 years before moving down to Ft. Myers, FL when his working days were done. He is survived by Letizia, sisters Louise Ciaraldi and Mary Simpson, and several nieces and nephews.

## HUBERT O. THOMPSON



The creator rang down ‘finished with engines’ for Hubert Thompson on July 8, 2019 at the age of 88. He had a long and colorful career at sea sailing around the world many times as Chief Engineer. He last went to sea in the early 1980s heading up the engine room of the SS AMERICAN BUILDER for U.S. Lines. He is predeceased by his wife Ana and is survived by many family and friends.

*continued*





### **CHARLES A. TITONE**

Charlie Titone eased into eternity on December 2, 2018 at the age of 76. He was a popular member who was solid in the engine room and respected by his shipmates. He last served as 2<sup>nd</sup> A/E aboard the Farrell Lines vessel M/V ENTERPRISE in 2000 shortly before he filed for retirement. Charlie was a resident of Hamburg, NJ and leaves behind many family and friends. He was buried at sea.

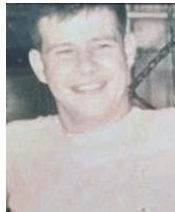
### **SEAN WALL**



Sean Wall sailed toward his final rest on May 29, 2019 at the age of 61. He was taken away too soon, as he was planning his retirement

adventures with his wife of 35 years, Lorraine. Born on Valentine's Day in Baltimore, Maryland, he later moved with his family to northern New Jersey where he met his wife. He went on to join the US Navy and then suited up with the M.E.B.A. and went to sea, in the footsteps of his father. Sean and Lorraine moved to Washington State where they started their family. He spent his last 35 years as an engineer with Washington State Ferries and enjoyed sharing his knowledge and skills with those around him. His interests were many and those that knew him, knew that he approached everything with much enthusiasm. He enjoyed his affiliation with the Peninsula Long Rifles and the Strait Turners wood turning group. He enjoyed playing guitar and his uke. Sean is survived by his wife Lorraine, son Ryan, daughter Kate, grandson Aiden, sister Maureen, nephew Lucio and brother Kevin.

### **PATRICK JAMES WALSH**



Pat Walsh was promoted to glory on July 4, 2019 at the age of 81. He was a resident of League City, TX.

Pat spent years with the M.E.B.A. earning respect from shipmates and co-workers for his easy-going demeanor and strong work ethic. He last worked under M.E.B.A. contract with Sea-Land in Houston doing crane maintenance before he retired in late 1993. He is survived by his wife Sonia and daughter Carmina Bell, sons Patrick Walsh Jr. and Robert, and grandchildren Gavin Bell, Alexander Walsh, Daniel Engel, Patrick Rene Walsh, Roberta Walsh and Sami Walsh.

### **JAMES D. WHITE**

James White sailed into the next life on May 9, 2019 at the age of 83. He was a solid shipmate and a skilled engineer who worked onboard a number of different vessels on the world's oceans. He last shipped out onboard the SEA-LAND TRADER before his retirement from the sea took effect in late 2003. He was a resident of Bullhead City, AZ. James joins his wife Lynn in death. He is survived by many family and friends including step-daughter Irene Sheldon.

### **ROBERT LEWIS WINSLOW**

Robert Winslow made his last muster on February 21, 2019 at the age of 97. He served his country in the U.S. Navy from November 1939 until early 1946 and was a Pearl Harbor survivor, serving on the destroyer USS HELM. He joined the M.E.B.A. and

began his shipping career. Robert retired in 1986 shortly after his final Port Engineer job with Sea-Land. He enjoyed eating out and being on the go. He is survived by his son Dan, granddaughter Jennifer McCord, great-granddaughters, brother Donald, sisters Margaret Crawford and Betty Slagel, and many nieces and nephews.

### **JOHN J. ZALEWSKI JR.**



John Zalewski steamed into the hereafter on April 18, 2019 at the age of 67. He grew up in Southfield, MI, moved within state

to Birmingham and later studied fisheries management at Alpena Community College. John then served in the U.S. Army from 1972-1977 and was stationed in Germany. He had a 33-year career with Interlake Steamship distinguishing himself and sailing all over the Great Lakes. He last served aboard the JAMES R. BARKER. He was a loving father and brother and enjoyed spending time with his family and friends. John loved cooking and baking things, hunting, fishing, and had a great love of the outdoors. Survivors include daughters Crystal Zalewski, and Jodi Vredenburg; siblings Paul Zalewski, Sr., and Anthony Zalewski, David Zalewski, Joann Hulita, and Theresa Ferrel; grandchildren Savannah and Daniel Vredenburg; several nieces and nephews, grand nieces and nephews, and his special cats, Kitty and Ruby.



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## Faces around the Fleet



Following some engine room work onboard the LIBERTY PROMISE late last year, (l-r) are Cadet Jack Bailey, Chief Engineer Matt Terkuile, GUDE Maurice Ayuso, 3rd A/E Emma Crandall, 2nd A/E Alex Vannier, Cadet Taylor Gilbertson, 1st A/E Brian Kane and GUDE DeQuan Joe.



M.E.B.A.'s Atlantic Coast VP Jason Callahan with retiring House member Tulsi Gabbard (D-HI-2). Rep. Gabbard has been a longtime advocate for U.S.-flag shipping and is a strong supporter of the Maritime Security Program and the Jones Act.



USNS RED CLOUD crewmembers line up for a team photo as they complete another successful mission. The Patriot-managed LMSR sails for the Military Sealift Command. Expert M.E.B.A. officers lending their talents to the vessel at the time included C/E Jerzy Ziolk, 1st A/E Jim Clarkson, Maintenance Engineer Sean Bowman, 2nd A/E Dicky Collins, 3rd A/E Jeb Brown, 3rd A/E Thomas Neel and Port Engineer (Retiree) Rich Kendall. In addition, M.E.B.A.'s Darin Huggins captained the ship. This was the first vessel for 3rd A/E Jeb Brown after completing the M.E.B.A. Cadet Internship program and making application.



M.E.B.A. officers onboard the MAERSK DURBAN (MAN B&W 7L70MC-C Engine) after completing a piston pull in Mersin, Turkey. From left to right are 2nd A/E Devin McNeil, 1st A/E Patrick Singleton, Engine Cadet Greg Hermans, Chief Engineer Keith Turcotte, and 3rd A/E Adam Belson.