

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Fall 2011

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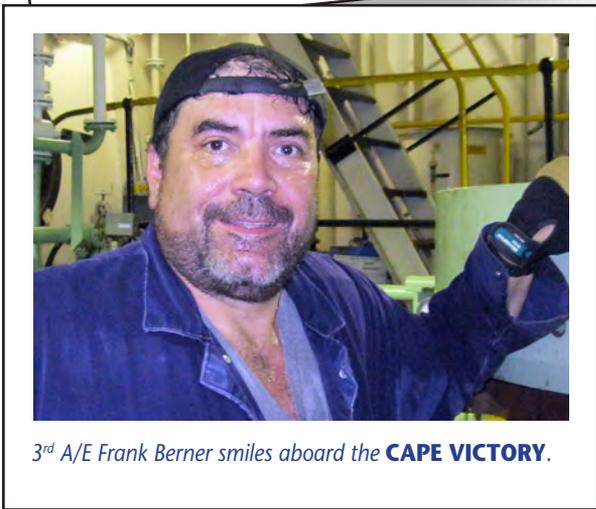
Faces around the Fleet



The Crew of the **SS HORIZON ENTERPRISE** gathers at La Mariana Restaurant, a local watering hole, to talk to their M.E.B.A. Rep. Pictured from left to right are C/E Martin Hynes, HNL Rep Luke Kaili, and 2nd A/E Harold Anderson.



Aboard the **SS HORIZON SPIRIT** (pictured left to right) is day 3rd A/E Thomas Dewhirst, 3rd A/E Steve Byerley, and 1st A/E Thomas Jacobs.



3rd A/E Frank Berner smiles aboard the **CAPE VICTORY**.



MEBA is proud of our Chevron Mates, three of whom are shown here onboard the **MISSISSIPPI VOYAGER** after docking in Wilmington, CA. Pictured from left to right are Gary Reed, Tim Patricio, M.E.B.A. LA Patrolman Rich Doherty and Bart Pinder.

On the Cover:

M.E.B.A.'s Headquarters is located only a few blocks away from the U.S. Capitol building. This gives M.E.B.A. officials and staff regular access to members of Congress, and a strong presence on the Hill.

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, drillships 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.



Message from the President

Throughout my career, as a merchant mariner and naval officer, whether at sea or ashore, I have learned that no matter what the situation is when taking on a new position or job, it is your duty to take responsibility for the task at hand. Our Union is facing difficult situations and brutal choices. My administration is tasked with navigating through the toughest economic times since the Great Depression. Let me be frank here - the U.S.-flag maritime industry is fighting for its survival.

Upon taking office, the current M.E.B.A. administration made some difficult decisions with respect to one of our largest employers—Horizon Lines. Horizon was struggling to stay alive after several corporate officials were indicted for price fixing. In order for Horizon to remain viable, the Union along with the MM&P agreed to adjust its collective bargaining agreement so that the company could remain in business. The SIU also agreed to freeze its contractual increases. Since then, Horizon has refinanced its debt and remains in business. However, Horizon recently announced that its five Hunter Class D-8 foreign built vessels that went into service beginning in 2008 will be laid-up by the end of this year. These vessels, leased by Horizon Lines, are engaged in the Five Star Express “FSX” service operating in the transpacific trade route between the West Coast, Guam and China. Although foreign built, Horizon placed the vessels under the U.S.-Flag and staffed them with U.S.-merchant mariners in all billets. The demise of the service is due to a 37 percent decrease in freight rates for eastbound trade from China to the United States and the 40 percent increase in the price of bunker fuel.

Horizon was not the only company that needed to cut back due to financial losses in this Far East trade lane. Just this past August, Matson Navigation Company ended one of its China services, citing overcapacity and declining freight rates in the trans-Pacific, as well as high fuel prices. Keep in mind this China service offered by Matson did not utilize U.S.-Flag ships or crews, and it still was unable to compete from an economic standpoint.

In another disappointing turn, long time M.E.B.A. contracted employer, Liberty Maritime Corporation, locked out its M.E.B.A. represented employees on its bulk tanker fleet and signed a contract with the American Maritime Officers (AMO) for these vessels. Liberty did so even though the current contract between the M.E.B.A. and Liberty remains in effect and after the Union had accepted the terms and conditions offered by Liberty to reach a successor agreement.

You need to know what occurred with Liberty and I want to set the record straight. Liberty and the AMO continue to put out misinformation regarding Liberty’s decision to lock out our Union. Liberty demanded that the union freeze the entire pension plan, cut benefits, reduce pay, and agree to terms that only the benefit plans board of trustees had the authority to address. Liberty CEO and President, Philip Shapiro, claimed his company needed these concessions because he feared that Liberty’s owners, would take away his operating contract if M.E.B.A. remained under a defined benefit pension plan structure. In addition, as the MEBA and Liberty agreed, the political climate in Congress with respect to Public Law-480 Cargo (PL-480) was troublesome and threatened the program.

After taking all of this into consideration, and after speaking with M.E.B.A. members who worked for Liberty and gaining their input and views of the situation, I called Shapiro and told him we would accept their terms and conditions. Shapiro, in an apparent state of disbelief, asked me to put the acceptance in writing, which I did the same day. More than a day later, Shapiro sent notification that it was too late to accept despite the fact the union and company were still within the time frame of the existing contract, which still remains in effect even as I write this letter. While these negotiations with Liberty were ongoing, the company, while at the time denying it, was negotiating a sweetheart deal with the AMO.

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Message from the President continued

M.E.B.A. has filed a lawsuit against Liberty Maritime Corporation to compel arbitration of grievances filed regarding Liberty's conduct in this dispute. I will update the union membership on this matter in coming notices and publications.

M.E.B.A. appreciates all the letters of support and assistance it received during this dispute.

Our Union also must confront issues concerning the future of our pension plan. In October, M.E.B.A. and many of its employer companies met at the regularly scheduled trustees meeting. At the regularly scheduled trustees meeting, representatives from the employers raised significant issues that required union officials and company representatives to meet again to discuss the pension plan.

As I have communicated before, the defined benefit pension plan surplus funding has been exhausted and the pension plan will require contributions from employers starting in 2012. In fact, the actuaries for the pension plan have stated that contributions to the plan from employers probably should have restarted some time ago. The employers are very concerned about the increased costs and the uncertainty of costs with respect to continuing the defined benefit pension plan. The employers have stated that if they are required to remain in the defined benefit pension plan for the remainder of their existing contracts, then they may find alternative business plans that will not include the M.E.B.A.

Without question, some of M.E.B.A.'s contracts cost significantly more than our competitors. In order to retain jobs, the union is discussing freezing the defined benefit plan and the creation of a defined contribution pension plan without increasing the contractual total labor costs. Our Union has no choice here. This is a situation that has been a long time in the making and a problem that must be addressed now or we face the risk of catastrophe. In exchange for agreeing to this change, the Union is seeking significant contract extensions from each company and the opportunity to secure new work opportunities from those companies.

I encourage all members to attend the monthly membership meeting so you can learn more about the pension plan situation and ask questions directly to your officials. I want the membership to understand that the Union's very survival is at stake as well as the Union's ability to maintain its current job base and gain future job opportunities for its members.

The state of our industry may be in rough seas right now, but there has been good news this year for the M.E.B.A. Our contracted companies have done well this year, bringing in new jobs for the membership. Keystone Shipping was awarded four Fast Sealift Ships (FSS), the REGULUS, POLLUX, DENEbola, and the ANTARES. Patriot Contract Services (PCS) was awarded the CAPE HENRY (AKR-5067). Overseas Shipping Group (OSG) took delivery of the Veteran Class Product Tanker MV TAMPA. American President Lines (APL) reflagged under the U.S. registry the APL CORAL. Waterman Steamship was recently awarded a contract for an Ice-Class Dry Cargo Vessel that will perform missions for Military Sealift Command (MSC). Finally, but certainly not least, Keystone Shipping was also awarded a contract for the operation and maintenance of three MSC Maritime Prepositioning Force Ships, the USNA SGT. MATEJ KOCAK, USNS PFC/ EUGENE A. OBREGON, and the USNS MAJ. STEPHEN W. PLESS.

Our Union has weathered hardship before. We've sailed together in war and peace since 1875. With your help and guidance, we will bring our Union through this difficult time.

In solidarity,



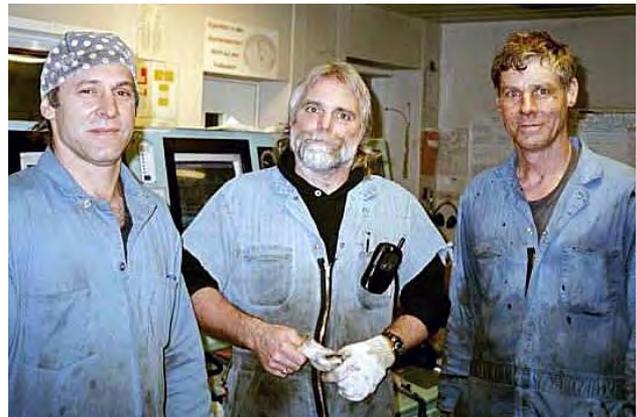
Mike Jewell

Call to Arms, Regulatory Overdrive and Safer Seas: *Ten Years Out From 9/11*

An accident or natural disaster, the death of someone close to us or a medical scare sometimes shakes away any lingering illusions of invincibility we may have imagined about ourselves. We lick our wounds, rise up and try to fortify ourselves to better forge ahead in the future. And as we travel ahead with the trauma far in our rearview mirrors, we tend to forget about it a little and begin to get our swagger back...

So it was when American sensibilities were jolted on September 11, 2001 and many of us realized that we're a lot more vulnerable than we hoped or imagined. The nation was plunged into a new era that completed its first decade recently with the tenth anniversary of that dark day. The attacks on the Towers and the Pentagon and the loss of life aboard the downed plane in a Pennsylvania field affected many on a visceral level. It further hit home for M.E.B.A. members when the Union learned that one of its own was whisked away from us on his way to catch a ship.

20-year M.E.B.A. member John "Jay" Corcoran kissed his wife Diann goodbye on that September morning at Boston's Logan International Airport. He climbed aboard United Airlines Flight 175 bound for L.A., looking to join his ship – the APL THAILAND – where he was serving as the vessel's permanent 1st A/E. Soon after the plane departed Gate C-19 along with 64 other souls, including nine crew and



Jay Corcoran (center) was a great friend and family man as well as an excellent engineer. He is seen here on aboard the APL THAILAND with shipmates Harold Anderson (l) and Pat Harren (r).

five hijackers, control of the craft was wrested away and the Boeing 767-222 was buried into Tower 2 of the World Trade Center.

"Jay was one of our own," M.E.B.A. President Mike Jewell noted. "He was doing what most of us do in the line of our work – and was demonstrating the same commitment to the job our members make – when he was tragically taken. As we reflect on the terrible attacks a decade ago, please take an extra moment to remember Jay and say a prayer for him and his family."

Jay Corcoran was three weeks shy of his 44th birthday when he was taken too soon. He exemplified the best of the M.E.B.A. An outstanding engineer and good union man, he was devoted to his family and had adjusted his shipping schedule to spend more time at home with his children during the summer months. The easygoing and popular Corcoran was a 1979 graduate of the Massachusetts Maritime Academy and a gifted athlete with a great sense of humor.

Among many others, Stephen Ward, the son of former M.E.B.A. President Gordon Ward (1991-1994), also fell victim that day with New York City under siege. He was in the second month of his new job at global financial service firm Cantor Fitzgerald, LP on the 101st floor of the North



M.E.B.A. members have proven their mettle to the country in every war or contingency since 1875. A healthy Political Action Fund (P.A.F.) can help ensure that members will be available to answer the nation's call well into the future.

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Tower (Tower 1) when American Airlines Flight 11 tore into the Tower between the 93rd and 99th floors.

Regardless if you knew someone who was hurt or killed during the September 11th assault you have most assuredly been affected by the subsequent decade-long War on Terror. In the immediate aftermath, M.E.B.A. members were well positioned to help alleviate some of the suffering and iron out logistical wrinkles following the shock attacks. Members perched aboard the Staten Island Ferries made numerous missions through billowing plumes of debris-filled smoke to shuttle thousands of panicked New Yorkers away from the chaos on Manhattan Island. Those members continued to coordinate with authorities for weeks after to use the ferries for transportation and relief as thousands of workers poured into the Tower grid area to help tame the ongoing fires left in the wake of the attacks and to sift through the wreckage. Members working on the New York City Fireboats were instrumental in beating back the blaze that threatened to envelop nearby buildings. They worked round the clock, and when they weren't on the boats they assisted rescue workers at Ground Zero. M.E.B.A. members were part of the group that extricated Capt. Al Fuentes from out of the wreckage of the Towers that had pinned him into a would-be grave. He was the final fireman to be rescued from the rubble. Our members aboard the USNS COMFORT sailed into New York Harbor on a mission of mercy enabling a floating treatment station for the stricken. M.E.B.A. personnel in the Army Corps of Engineers fleet turned their vessels into evacuation craft during the initial hours and ferried stunned survivors to safety. Later on, the vessels were used to deliver critical supplies and assisted in the removal of debris. "The story of merchant mariners coming to the aid of those in need on September 11, 2001 is an inspiring one," Secretary of Transportation Ray LaHood noted in a statement released shortly before the ten-year anniversary. "On that terrible day, our nation's seafarers, with courage and selflessness, transported hundreds of thousands of people out of harm's way to safety."

Members stationed around the globe also got into the act. The Ready Reserve Force fleet was tapped for action and our people did what they have done in every war or conflict since 1875 – sailed into dangerous waters to deliver critical cargo. As members know, about 95% of military equipment is transported into war zones by ocean transport. With the RRF, LMSRs, Maritime Security Program vessels and the Military Sealift Command Auxiliary and Special Mission ships making regular missions into affected areas with overseas actions in Afghanistan and Iraq, M.E.B.A. members have had a busy decade. When any mistake could prove costly, on every no-notice activation and for every mission when our country came calling our Union passed with flying colors.

Since World War II, American mariners have been subject to a litany of bureaucratic requirements including background checks and random drug and alcohol tests in addition to



M.E.B.A. members working in New York Harbor were a godsend for panicked New Yorkers following the 9/11 siege on the city. Here, the Staten Island Ferry NEWHOUSE shuttles passengers to safety shortly after the attacks.

the exhaustive credentialing already demanded. The War on Terror has triggered new challenges on the American Merchant Marine as Congress and the Government continue to implement a plethora of additional measures and regulations intended to seal off vulnerabilities in the transport sector from nefarious interests. The trick is to tighten up regulations and harden our defenses without impeding economic flow or exchanging our freedoms in favor of security.

Members dutifully complied when anthrax and small pox inoculations were mandated for mariners on Government-controlled ships entering hot zones, when new biometric credentials (TWIC cards) were made necessary for unescorted access aboard vessels and port facilities, and when a consolidation of mariner licenses and documents laden with the latest security enhancements became standard. Many more new requirements have been promulgated in the last ten years for the U.S. maritime industry to counteract the threat of terrorism with much focus on port facilities both here and abroad as well as on cargo screening. U.S. mariners are hardly a security risk, but more problematic is the steady flow of foreign-flag vessels with non-citizen crews coming into this country representing 97% of all cargo hitting U.S. ports. In the "new normal" ten years out from 9/11, dollars have been forthcoming to the industry to combat terrorism concerns and batten down the hatches. But funding for critical port infrastructure and for measures to upgrade U.S.-flag shipping is stagnant in the new regime of things as the lagging economy continues to take its toll. Without an additional infusion of U.S. ships and the dedication to the U.S. Merchant Marine that this country deserves, terrorists will be greedily eying the real possibilities of mayhem in years to come as the American maritime industry continues to erode.

In the course of their everyday jobs, members continue to successfully navigate through the perils inherent to our industry. Another threat that has proliferated over the last decade or so involves the reign of terror at sea – piracy. Members have always been wary of aqua-marauders throughout our seafaring history but the modernization of their tactics and force have necessitated another layer of training and groundwork to meet the piratical menace. Members have always risen to all challenges in the past and will continue our preparations to persevere.

If our industry receives the country's support and recognition that we are integral to the nation's economic and national security, success of the U.S. Merchant Marine

is a certainty. Our track record of readiness, extreme know-how and performance deserves the investment.

This country has changed considerably since the events of September 2001. Most are confident that we are safer as a nation today as long as we continue to honor the past and build upon the lessons of yesteryear for a better tomorrow.

As a skilled new generation of mariners proudly carries the M.E.B.A. banner, we'll never forget Jay Corcoran and our members who made a difference in the aftermath of the attacks and during the War on Terror. They and our mariners who proved so critical to our country throughout its history in both peace and war make up the patchwork that forms the fabric of this great Union.



On October 18, M.E.B.A. members, officials, and staff attended the dedication of a 9/11 memorial at the Calhoon School in Easton, MD. M.E.B.A. President Mike Jewell, Secretary-Treasurer Bill Van Loo, and CMES Director Chuck Eser spoke at the ceremony. Pictured is M.E.B.A. member Ronnie West. The School will add a bronze plaque to the memorial with the following inscription: "This memorial is dedicated to all who lost their lives, those courageous people that gave their lives, and the heroes that responded to the tragedy of September 11, 2001, and in particular those who were part of the M.E.B.A. family. This Memorial is made of steel from the World Trade Center Towers that was generously donated by the city of New York. The granite rubble is remnants of the old Southern Hotel in Baltimore - the original home of the Calhoon M.E.B.A. Engineering School. The combination of these materials represents the special bond that the M.E.B.A. family has to the events of September 11, 2001. We will never forget."

M.E.B.A. members participate in the October 18 dedication of a 9/11 memorial at the Calhoon School in Easton, MD. Pictured on the right is Ronnie West, a member of the New York Fire Department and responder on the first fireboat to reach the scene that day. He honored the memory of those who were lost by wearing his fireman's uniform and standing at head of the 9/11 memorial during the entire ceremony. Pictured on the left is member Sean McDermott, from the NYC Ferry Boats, also attended and played the bagpipes for the ceremony.



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At the 9/11 memorial at the Calhoun School member John "Jay" Corcoran III, who died on United Airlines Flight 175 as he was on his way to join his ship the APL THAILAND, is honored.



Also remembered, is Stephen Gordon Ward, the son of previous M.E.B.A. president Gordon Ward. Ward was on the 101st floor of the North Tower (Tower 1) when American Airlines Flight 11 crashed into it.

Faces around the Fleet



The Houston's Second Retiree breakfast drew a great turnout to the hall.



Pictured from left to right are Connolly-Pacific Company Vice-President Steve Schryver, Connolly-Pacific Company Safety & Compliance Manager Dave Scott, L.A. Patrolman Rich Doherty and LA Branch Agent Bob Madden. M.E.B.A. and Connolly-Pacific have a long cooperative history together. We would like to thank all the CP Rank and File M.E.B.A. members that contributed their time and valuable input that culminated in a successful three (3) year contract. For more information on Connolly-Pacific please visit <http://www.connollypacific.com/>.

Financial advice for MEBA Members

Former MEBA member and Financial Advisor Mark Buser, CFP®, will be on-site both before and after the meeting to discuss MEBA Pension, MPB, and 401(k).

Call 866-989-2929 to reserve your time. There is no cost to MEBA members.



Houston, TX	October 4 & Mar 6	10 am - 4 pm
New Orleans, LA	October 5 & Mar 7	10 am - 4 pm
Seattle, WA	November 7 & Feb 6	10 am - 4 pm
Oakland, CA	November 8 & Feb 7	10 am - 4 pm
Long Beach, CA	November 10 & Feb 9	10 am - 4 pm



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At Anchor: Recent Retirees Shifting into Reduced Operating Status

Stan Stadnicki
Johnnie Polk
Burnis S. Acuff
Loyal L. Holmes
Daniel R. Laurion
Jody L. Thomas
John P. Forbush
George E. Dodge
Deborah A. Sage
Kenneth D. Morrison
James S. Weeks
Peter A. Eastman
Mark D. Jones
Robert J. Jones
Thomas L. Larson
David R. Cartmill
Larry L. James
Joseph P. Wioncek

John W. Rice Jr.
Eugene J. Emerson
Gary L. Smith
George C. Conroy
Robert M. Diaz
Richard M. Roche
Mark E. Schrenk
Michael B. Trafton
Russell W. Fellows
George A. Finn
William C. Winchenbach
Carl B. Pharr
Thomas F. Chiacchia
Aaron A. Dunwald
James A. Jurgeleit
James M. Seliskar
Erik M. Soderlund
Edward F. Durgin

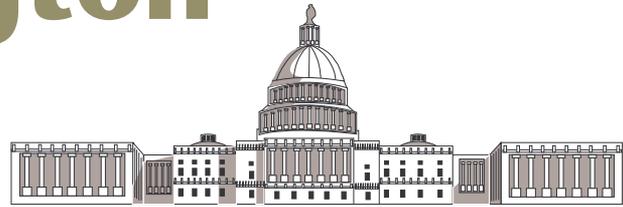
Michael E. Martin
Charles E. Nisi
Harry D. Toler
Ralph H. Barber
Walter R. Kuchtey
Wesley B. Williamson
Gregory C. Foster
Alan R. Voigt
Ronald J. Macintyre
George L. Robinson
Thomas Birago
Jerry L. Johnson
William Moran
Henry S. Faulhaber
Alexander N. Gish, III
Chun-Yi M. Liu
Neil A. Jordan
Robert L. Sadler, Jr.

Jonathan G. Cohn
Christopher J. Butcher
Donald M. Keefe
Terrence Moore
James W. Stefanski
Christopher B. Howard
Barry D. Sturgis
David C. Lentz
Verlon B. Jackson
John S. McKeon
William E. McHugh
Douglass W. Craig
Nathan J. Edwards
Gary M. Gilliland
Almer L. Dinsmore
Joseph H. Bohr
David L. Giffen



Washington Update

Ryan Lehman
Deputy Political Director, M.E.B.A.



On more than one occasion lawmakers in DC have stated that this is the most unproductive Congress they have ever seen. In fact, as this article goes to print, the 112th Congress is on track to be one of the least productive of all time based on votes taken and bills passed into law. There is no doubt: it's getting ugly out there. So you may be asking yourself what can be done in Washington to improve the economic situation in this country and to strengthen the M.E.B.A. The truth is that even with Congress stuck in a state of constant gridlock, there are still actions that we can take as a union to ensure that the issues critical to the US maritime industry are not overlooked.

One of the most important steps is to demonstrate to Congress the kind of opportunities for job growth and economic potential our industry can provide. In fact, earlier this summer, the M.E.B.A. Political Department organized a briefing for members of Congress and their staffs about America's Marine Highways and the Short Sea Shipping Act. If passed, this bill would help stimulate the use of our nation's Marine Highways by ending the double taxation of waterborne cargo on America's waterways. The briefing was extremely successful in generating interest in the bill by representatives and their staff from a wide array of states. The presentation led to the addition of several crucial cosponsors to the bill, including the Chairman of the Coast Guard & Maritime Transportation Subcommittee, Rep. LoBiondo from New Jersey, as well as the Chairman of the full Transportation and Infrastructure Committee, Rep. Mica from Florida. By demonstrating the simple and cost-effective ways in which our industry can help grow the nation's economy and provide good jobs, we help advance the M.E.B.A.'s cause and the maritime industry as a whole. Education during a slow legislative season helps to position the industry's stance in preparation of future legislation.

But we cannot rely on these approaches alone. We must support the members of Congress who have been the torchbearers for our industry. In last year's election, we lost too many members who had been champions for US-flagged shipping; the sad truth is that we cannot afford to lose any more. Without the support of our PAF contributions, their chances of reelection next year are greatly weakened. It is more important now than ever to contribute to the M.E.B.A. PAF. With the 2012 elections right around the corner, we need to be prepared to engage our union in these hotly contested races and ensure our issues are not overlooked. Regardless of what political party you belong to, the M.E.B.A. needs to ensure the victory of the candidates who support our industry and our right to a well-paying job. **The M.E.B.A. does not require that PAF contributions go to a certain political party. We support any Democrat or Republican, as long as they support the US Merchant Marine.** If we fail, we will only see the attacks on labor increase. We will watch as they weaken the Jones Act and we will watch as the programs that support and strengthen the US Merchant Marine are cut to the bone. With so much on the line, now is the time to contribute and strengthen the PAF; because a strong PAF means a strong M.E.B.A.

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Meeting Schedule

Port	Dec.	Jan.	Feb.	Mar.
Baltimore@CMES	Tues. 6	Tues. 3	Tues. 7	Tues. 6
Boston	Mon. 5	Tues. 3	Mon. 6	Mon. 5
Charleston	Wed. 7	Wed. 4	Wed. 8	Wed. 7
Honolulu	Fri. 9	Fri. 6	Fri. 10	Fri. 9
Houston	Tues. 6	Tues. 3	Tues. 7	Tues. 6
Jacksonville	Mon. 5	Tues. 3	Mon. 6	Mon. 5
L.A. (Wilmington)	Thurs. 8	Thurs. 5	Thurs. 9	Thurs. 8
New Orleans	Wed. 7	Wed. 4	Wed. 8	Wed. 7
New York (New Jersey)	Thurs. 8	Thurs. 5	Thurs. 9	Thurs. 8
Norfolk	Thurs. 8	Thurs. 5	Thurs. 9	Thurs. 8
San Francisco (Oakland)	Tues. 6	Tues. 3	Tues. 7	Tues. 6
Seattle	Mon. 5	Tues. 3	Mon. 6	Mon. 5
Tampa	Thurs. 8	Thurs. 5	Thurs. 9	Thurs. 8

Political S.O.S.

Don't Let Your Jobs Go Down With the Ship

The P.A.F. Needs Your Support

It is no secret that the current political landscape in Washington, D.C. created many challenges for the everyday American citizen and the US government this past year. However, the impact that is not always seen is the toll that a split Congress focused on spending cuts has taken on the US Merchant Marine and the American shipping industry.

Many vital programs that have supported Maritime Labor have hit the chopping block and suffered devastating, and in some cases fatal, cuts. The massacre isn't over as the Joint Committee on Deficit Reduction searches for more ways to decrease the national deficit. With the 2010 elections having swept out many friends of the US shipping industry, programs that help to fund different aspects of our industry are in grave danger; this leaves things like your jobs open to attack. The M.E.B.A. is dedicated to not letting this happen again in the 2012 election cycle.

It is the responsibility of M.E.B.A. officials to reach out to law makers on the local and federal levels in their areas in order to inform and educate them on issues that are vital to the survival of the US Merchant Marine. They continuously do this throughout the year, no matter the political climate. But it is the financial support that the Political Action Fund (P.A.F.) provides that bonds these government officials to our causes, and helps the union to promotion legislation to secure your jobs.



Secretary-Treasurer Bill Van Loo (left) and President Mike Jewell (right) with Representative Brian Higgins from New York (center) during a breakfast event for the Congressman. Rep. Higgins spoke with them about the importance of creating jobs and investing in infrastructure in the maritime industry.



AMC President Lee Kincaid, Representative and Senatorial candidate Mazie K. Hirono from Hawaii, and M.E.B.A. Political Director Matt Dwyer. While the AMC does not handle any PAF funds it does petition for legislation that promotes both the M.E.B.A. and the M.E.B.A. shipping companies. Staff from the M.E.B.A. and AMC work closely together to help educate members on the Hill about the maritime industry.

The large majority of money in the P.A.F. goes to candidates' campaigns, and 2012 is a year where our supporters will need a lot of help. M.E.B.A. decides who to give money to based on many factors. A huge aspect is linked to an elected official's voting pattern. If they are pro-maritime and pro-labor they have a greater chance of receiving P.A.F. money than a legislator with a weaker maritime and union friendly voting record. The type of Congressional committees that Congressmen and Senators sit on also play a big role in allocating P.A.F. funds, certain committees have bigger roles that affect the policies that directly relate to us. A member on the Transportation & Infrastructure Committee in the House or the Commerce Committee in the Senate are more likely to receive financial support from the P.A.F. than someone on the House Administration Committee or in the Senate Banking Committee. Tenure also affects who receives money. Members with longer congressional service and a strongly established relationship with the M.E.B.A. are more likely to get contributions.

Granted it isn't all about the money, the number one thing the union does is provide legislators with information.

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Secretary-Treasurer Bill Van Loo, Gulf Coast VP Jon Lincoln, Senator Ben Cardin from Maryland, and President Mike Jewell during a networking event for the Senator.

The volume of decisions a lawmaker must make on a vast array of issues allows for them and their staffs to be easily overwhelmed, especially on more obscure points of policy. A new member of the US House from a landlocked state may not understand why the Jones Act and the Maritime Security Program are important, or why we need cargo preference. That's where M.E.B.A. officials and the political staff step in, we educate the member, give them the background, and provide them with the information they need to make a good policy decision. The 2011 "Sail Into Congress" is a great example of this, and was a significant opportunity for the entire industry to band together to protect itself. The majority of our lobbying is about providing relevant, accurate, and accessible information to people on the Hill.

We also do support active and retired members fighting for our issues by visiting with local politicians and writing their legislators in support of policies that will aid our industry. Grassroots lobbying can be extremely effective. Informing a legislator that there are constituents in their own districts that promote and need the support of maritime and labor issues can be very influential. However, make sure you understand your own district first, and feel free to reach out to your local M.E.B.A. representatives or HQ for clarification on how to get the message across.

All of these methods (officials and political staff lobbying, the donation of P.A.F. funds, and grassroots activism) have paid off recently. Despite such heavy blows to our industry,



Representative Jon Runyan from New Jersey with M.E.B.A. Political Director Matt Dwyer at a networking event M.E.B.A. hosted for the Congressman. Runyan promised to be an advocate for labor and to protect the rights of union workers.

the M.E.B.A. political team was able to win some giant battles on Capitol Hill this past spring. They were able to reach out to legislatures and get them to reject major cuts to cargo preference, defend against serious attacks on the Jones Act and considerably advance the promotion of short sea shipping. This was due to member contributions to the M.E.B.A. Political Action Fund, which allowed union officials to support and reach out to local and federal representatives and ask for their dedicated support.

Still, there are greater battles ahead. For example, the recent cuts to the funding of Public Law-480 Cargo (PL-480) will affect a multitude of American jobs. The program may seem to many members of Congress as American aid to third world countries that can be cut in order to support the US. However, that money helps farmer grow the grain, truckers and train operators to transport it, longshoremen to load it onto vessels, and mariners to ship it – all of these are American jobs.

Now more than ever the M.E.B.A. Political Action Fund (P.A.F.) needs contributions to ensure that the union can support and help elect Senators and Congressmen who will take a stand for your jobs. This money helps M.E.B.A. to

How giving to the P.A.F. will personally affect you.

It may be hard to justify giving money to Government officials however, there are many key pieces of legislation out there that can and may personally affect your jobs in the very near future. Here are a few examples of what topics may apply to your specific job.

Deep Sea – Legislation concerning the Jones Act, Cargo Preference (this includes the Export/Import Bank, military cargoes, and Food Aid) , and Maritime Security Program funding.

Inland – Short sea shipping (America's Marine Highway System), legislation and funding for dredging, Title XI shipbuilding, and the proper use of Harbor Maintenance Tax funds.

Ferry – Harbor Maintenance Tax funds, and other domestic regulations.

spread the word to legislatures about the bills that will keep the US shipping industry afloat and well-funded. A weak P.A.F. will hinder the efforts of the union and prevent it from being able to support those candidates who understand maritime issues and actively defend the industry.

With the upcoming 2012 elections looming the P.A.F. needs to be running at full steam by the end of this year in order to properly help M.E.B.A. put key legislators in place on Capitol Hill. We need champions right now in the Government to fight for pro-union and pro-maritime bills. The more money and strength the P.A.F. holds the more influence M.E.B.A. can gain in Washington. It will allow our elected officials and the political team to reach out, educate and network with legislators. This is needed in order to influence the votes that determine the future of our industry and union.

Currently, the P.A.F. already regularly supports pro-maritime Senators and Representatives throughout the year. This allows M.E.B.A. to have a strong, clear, and consistent voice on the Hill. However, 2012 will be a vital election cycle and will determine the future of the industry. It is time to ensure that those who will support American labor and US shipping are elected and ready to advocate for our cause. The political teams would like to hit the ground running with an active and full P.A.F. that is ready to help the lawmakers that have already guarded us, and those who campaign with a clear goal to support labor and maritime issues. The P.A.F. needs to be strengthened in order to ensure M.E.B.A.'s viability and influence.

And if that's not a good enough reason to give, a union brother or sister need only to look to the past. The act of

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Congressman Bennie Thompson with Secretary-Treasurer Bill Van Loo at an event held for Rep. Thompson at HQ. The Congressman promised to continue to support the Jones Act and to help streamline the TWIC renewal process.

In order to better understand where your money goes once you donate and how it's regulated here's a quick breakdown:

Activity Regulated by Federal Law: Hard Money

Only money raised and spent according to the requirements and restrictions of federal law (hard money) may be used in connection with an election for federal office. Federal law prohibits unions from using treasury funds to make contributions or expenditures in federal elections. While union treasury money may not be used in federal elections, a separate segregated fund - i.e. a political action committee such as the M.E.B.A. P.A.F. may be set up to raise voluntary contributions from designated classes of individuals (union members, officials, staff and families) to give or spend in federal elections.

Activity Outside of Federal Regulation: Soft Money

While the law bans direct giving of union money in federal elections, there are three exceptions that allow spending from union treasury funds, provided they are aimed only at union members, officials, and families. The exempt activities are:

- Establishing, administering, and soliciting money for a PAC;
- Nonpartisan get-out-the-vote and registration drives; and
- Internal communications with members on any subject.

The last category – internal communications – often involves express advocacy, which is permitted because only the restricted class receives the communication.

Party Soft Money

Party soft money is raised by the national parties from sources and in amounts prohibited in federal elections and transferred to state parties to the extent allowed under particular state laws. Money raised in this manner is generally from unions, corporations and individuals. The funds are kept in “non-federal” bank accounts (thus separate from money in “federal” accounts, which must be raised solely from federally-permissible sources and amounts); it is typically transferred from the non-federal accounts to state parties for grassroots and party-building activities.

Source: Congressional Research Service (Library of Congress)

union's supporting legislators who champion their causes is nothing new, and in fact is what began the creation of Political Action Committees/Funds in the first place. It all started in 1944 with the Congress of Industrial Organizations (CIO), which is now part of the AFL-CIO. The CIO wanted to help re-elect President Franklin Roosevelt, but the Smith Connally Act of 1943 made it illegal for labor unions to donate money to federal candidates. The CIO in turn encouraged their individual union members to voluntarily contribute money to Roosevelt's campaign. The strategy worked and P.A.C.s were born.

The bare bones of the matter are that as long as there are Members of Congress they are going to need the knowledge and educational aspects that the union, and the American Maritime Congress possess. In order for us to convey this information to them and keep them in a position to do good we need the support from you, the members.

To donate to the P.A.F. you should be a member, applicant, retiree or employee of the Union. We don't typically accept money from other people. We can accept it but do not solicit it.



President Mike Jewell with Representative Pat Tiberi from Ohio at a breakfast event for the Congressman. Rep. Tiberi spoke with M.E.B.A. leadership about funding for cargo preference, MSP, supporting and upholding the Jones Act, and protecting maritime labor.



Representative Mike Michaud from Maine with Secretary-Treasurer Bill Van Loo at an event hosted by M.E.B.A. for the Congressman



*MM&P Captain John Humphreys, M.E.B.A. Tampa Representative Greg Quintana, Congressman Bilirakis and Chief Engineer Jim Lodge aboard the **SULPHUR ENTERPRISE**. Rep. Bilirakis discussed the Jones Act and the importance and value of a U.S. Flag Fleet during his tour.*

President Mike Jewell, Senator Barbara Mikulski from Maryland, CMES Director Chuck Eser during the Senator's recent visit to the Calhoun School.





Congresswoman Colleen Hanabusa with M.E.B.A. Honolulu Representative Luke Kailli at the "Hanabusa for Hawaii" fundraiser. Attendee's at the event included Hawaii's AFL-CIO affiliates, private sector organizations, Maritime unions, Honolulu Mayor Carlisle , and other Hanabusa supporters. Hanabusa is running for re-election in the House. She assured Kailli that she would continue to work tirelessly in Washington D.C., representing the people of Hawaii.



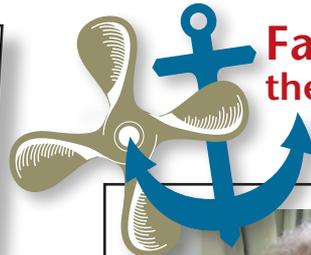
David Axelrod, former Senior Adviser to President Obama, M.E.B.A. Seattle Branch Agent Dave Nashif (representing the M.E.B.A. and the MTD), and Senator Patty Murray from Washington at the 16th Annual Golden Tennis Shoe Award ceremony on June 1st, 2011 in Seattle, WA. The Tennis Shoe name originated in the 1980's when as a young mother Sen. Murray was advocating for funding with the Washington State Legislature for Pre-school education.



*Representative Gus Bilirakis from Florida touring the **SULPHUR ENTERPRISE** this summer with Chief Engineer Jim Lodge. Lodge is showing the Congressman a piston crown as they discussed the main engine.*



*Senior Director of Communications and Board Coordination Tampa Port Authority John Thorington , M.E.B.A. Tampa Representative Greg Quintana , Congressman Bilirakis, Captain John Humphreys, and Chief Engineer Jim Lodge on the **SULPHUR ENTERPRISE**. After his tour Rep. Bilirakis showed a particular interest in Short Sea Shipping HR 1533 and in the MSP program. He asked a quite a few questions about the MSP program in the van on the way back to the Port Authority building.*



Faces around the Fleet



On the **PHILADELPHIA EXPRESS** are (from Left to Right) 1st A/E George S. Negoescu, 2nd A/E Paul Legge, 3rd A/E Gabriel Arhin.



Capt. Marshall Townsend aboard the **MTL YORKTOWN EXPRESS** takes a minute to talk with Houston Patrolman Mike Dunklin.



Shown from left to right on a recent visit to the engine room of the Chevron Tanker **MISSISSIPPI VOYAGER** are M.E.B.A. LA Patrolman Rich Doherty, 3 A/E Chad Ingols, 2 A/E Bryan Hald, 1 A/E Jim McCrum, C/E Tim Burk and 3 A/E Scott Tedmus.



Member Matthew Corbett and his son came out to protest the unfair actions taken in locking out M.E.B.A. members from their jobs.



Members at the Galveston picket line protesting the Liberty Maritime lockout of M.E.B.A. with Houston Branch Agent Dana Woodruff.



MM&P Representative Randall Swindell, M.E.B.A. Pensioner Leighton Tseu, and HNL Rep. Luke Kaili pose for a picture at a reception for US House Representative Hanabusa reception in June.



Shipping Shorts

M.E.B.A. Supports Representatives Cummings & Landry And Bipartisan Bill To Protect American Maritime Jobs

M.E.B.A. supports Congressmen Elijah E. Cummings (MD) and Jeff Landry (LA) and the American Mariners Job Protection Act (H.R. 3202) that they introduced last week. This bill has bipartisan support that will increase government transparency surrounding the issuance of waivers allowing non-Jones Act-qualified vessels to carry cargo between US ports.

Under current law, when the head of the agency responsible for the administration of the Jones Act believes it necessary to waive the Act's requirements in the interest of national defense, the agency must request the Maritime Administration to assess whether Jones Act-qualified vessels are available to carry the cargo under consideration.

The American Mariners Job Protection Act would require the Maritime Administration to include in such assessments information on the actions that could be taken to enable Jones Act-qualified vessels to carry the cargo for which the Jones Act waiver is sought. The Maritime Administration would also be required to publish its determinations on its website. Further, the American Mariners Job Protection Act would require notification to be provided to Congress when a waiver is requested or issued.

Cummings and Landry introduced the American Mariners Job Protection Act following the issuance of over 50 Jones Act waivers to allow foreign vessels and foreign workers to transport petroleum products recently released from the Strategic Petroleum Reserve.

"This legislation will help to protect the US maritime industry and American jobs. Transparency in the Jones Act

waiver process is desperately needed," said M.E.B.A. President Mike Jewell. "The M.E.B.A. supports this bill wholeheartedly. I would also like to thank Congressmen Cummings and Landry for introducing this important and necessary act."

M.E.B.A. Meets With Senator Whitehouse

On November 20, 2011, the M.E.B.A. hosted an event for Senator Sheldon Whitehouse (RI), this gave M.E.B.A. and AMC political staff the chance to speak with him about important legislation concerning ballast water regulation and the Jones Act.

Sen. Whitehouse promised to continue to be a strong supporter of the Jones Act, and champion the creation of American jobs. He also expressed interest in learning more concerning ballast water regulations and the industry's fight for a single federal regulation.

Sen. Whitehouse sits on the Budget Committee; the Environment and Public Works (EPW) Committee; the Judiciary Committee; the Health, Education, Labor, and Pensions (HELP) Committee; and the Special Committee on Aging. He also chairs the Judiciary Subcommittee on Crime and Terrorism and the EPW Subcommittee on Oversight.

Ballast Water Bill Introduced

In October, H.R. 2840, the "Commercial Vessel Discharges Reform Act of 2011," was approved by voice vote. The bill, introduced in the House by Coast Guard and Maritime Transportation Subcommittee Chairman Frank LoBiondo (NJ), amends the Clean Water Act to set a single nationwide performance standard, which conforms to the standard set by the International Maritime Organization, for the treatment of vessel ballast water. The

bill requires the U.S. Coast Guard to set an implementation schedule requiring vessel owners to install treatment technology certified to meet the new standard.

In addition, the bill allows for a review of the performance standard every 10 years or upon petition from the states. The bill will remedy the current patchwork of varying and inconsistent ballast water regulations across states.

M.E.B.A. and AMC had each signed letters of support for this legislation.

LaHood Won't Serve Another Term

In October, Department of Transportation Secretary Ray LaHood announced to the press during comment at the National Press Club that he will not serve another term and that he will not seek public office.

He told the Chicago Tribune that he believes there will "wonderful opportunities" in the private sector for him. His term ends in January 2013.

Reminder For Houston And Louisiana Area M.E.B.A. Members

Houston area Members, Applicants and Retirees should call (713) 666-7050 to schedule their physicals. The (281) 377-8666 for Doctors Express Houston is now out of service, please call (713) 666-7050 from now on. If you have any questions please contact the Houston Hall at (713) 923-9424.

Louisiana area Members, Applicants and Retirees should call (504) 433-5070 to schedule their physicals at West Jefferson Industrial Medicine Clinic. If you have any questions please contact the New Orleans Hall at (504) 523-1884.



Rear Admiral Greene Reassigned

On October 11, 2011, Department Of Transportation Secretary Ray LaHood announced the appointment of Rear Admiral Philip H. Greene, Jr. (KP '78) to be the Department of Transportation Chair at the National Defense University in Washington, D.C.

Rear Admiral Greene served as Superintendent of the United States Merchant Marine Academy since August 30, 2010. He was the third Kings Point Graduate to serve as Superintendent, and was named the 2011 Alumnus of the Year by the USMMA Alumni Association and Foundation. The annual award was presented at the Homecoming Alumni Awards Dinner this Thursday.

The USMMA Alumni Association and Foundation released an announcement on Tuesday stating that the move was not a "positive situation" and that Greene had been "reassigned." Currently the USMMA Dean is now the Interim Superintendent.



Liberty Update

Now is not the time or place for dissension in the US-Flag maritime fleet

At midnight on Friday, September 30, 2011, Liberty Maritime Corporation locked out the Marine Engineers' Beneficial Association (M.E.B.A.) from its bulker fleet which is tasked predominantly with delivering Public Law-480 Cargo (PL-480). M.E.B.A. and Liberty Maritime Corporation worked diligently

together in this PL-480 niche market delivering Food for Peace cargo worldwide to starving nations.

Effective October 7, 2011, M.E.B.A. pulled down the picket lines at Liberty ships in Texas and Louisiana. This doesn't change the fact that Liberty locked out the M.E.B.A. and its members. The Union will continue to publicize this dispute and may decide to picket these Liberty ships in the future. However, the cargo on these ships is scheduled for delivery to feed starving nations. M.E.B.A. is not going to stand in the way of Food for Peace. Our goal is to support this industry, not pull it apart.

The full name for Public Law 480 is the Agricultural Trade Development Assistance Act, signed into law on July 10, 1954, by President Dwight D. Eisenhower. In 1961, President John F. Kennedy renamed it as "Food for Peace," stating, "Food is strength, and food is peace, and food is freedom, and food is a helping hand to people around the world whose good will and friendship we want."



Faces around the Fleet



Relief 2nd A/E, Permanent 3rd A/E Robert L. Stevenson rides around on **M/V CAPE VINCENT**.



M.E.B.A. Second Mate Owen Philbin and Electrician Desmond Sealy pause for a picture on the **CAPE VICTORY**.



Beaumont protesting the Liberty lockout near the **LIBERTY EAGLE**. Pictured are Jim Twomey, Greg Fauntleroy, Luis Quinones, James Lipinski, Alden Bertrand, and Frank Koehler.

Times are changing quickly; Food for Peace and other foreign aid are in the spotlight and considered a budgetary cost cutting target. Today's budget crisis in the United States is forcing the first significant cuts in overseas aid in nearly two decades. Congress is exploring deep cuts in food and medicine for Africa and in relief for disaster-affected nations.

We face many challenges in the maritime industry.

Our cargo preference laws, regulations and policies are not understood, are being ignored or are under attack. The Cargo Preference program works to promote and facilitate a U.S. maritime transportation system. It oversees the administration of and compliance with U.S. cargo preference laws and regulations. Just this week labor and industry testified in Washington, DC before the Maritime Administration. Industry and labor made the case for strict enforcement of the Cargo Preference program.

With the war efforts winding down, there is less and less military cargo available. Some shipping companies based their entire business model on the war effort. With little or no cargo available for certain types of ships, the U.S.-flag fleet is looking at every new business opportunity.

The Jones Act container fleet needs to be rebuilt. The average age of the fleet is 41 years old. Many ships burn 70-140 tons of fuel per day. With fuel approaching

\$1000 per ton, this cost per vessel is astronomical. We need new and more fuel efficient U.S.-built vessels.

Plans are being discussed to scale down the Ready Reserve Force (RRF) fleet. There are many ship operators and mariners who rely on the RRF fleet for their well-being. Moreover, the RRF fleet has performed exceptionally well during recent military operations overseas.

The Panama Canal expansion is set to open in 2014. Once it does, it is estimated that 8.5 million more containers per year will be placed on the east and gulf coasts. The goods will need to get to consumers and the roadways are not the best source of transportation. Interstate 95, for instance, is chock-a-block full as it stands today. The best way to get these goods moving will be through an American Marine Highway.

Let's all pull together and find ways of expanding the U.S. flag fleet instead of fighting with each other.

Regards,
Mike Jewell
M.E.B.A. President

M.E.B.A. Testifies Before MARAD

On October 3rd, M.E.B.A. Chief of Staff Bill Doyle testified before the US Maritime Administration (MARAD) on the important role that cargo preference plays in maintaining a strong and viable

US merchant marine. He urged MARAD, on behalf of the M.E.B.A. and MM&P, to rigorously enforce cargo preference laws in order to ensure national security and to create/secure American jobs. To view the testimony please visit http://mebaunion.org/WHATS-NEW/10-04-11_MEBA_MMP_Statement_MarAd_Cargo_Preference.pdf.

M.E.B.A. Meets With Rep. Michaud

On October 4th, M.E.B.A. hosted an event for Rep. Mike Michaud (ME) at HQ. This allowed M.E.B.A. officials and staff a chance to speak with the Congressman about his redistricting, the Congressional Super Committee, Rep. Mica's transportation bill, and the need to create and preserve American jobs in this economy. Michaud has been a longtime friend and ally of the M.E.B.A., the maritime industry and a vocal supporter of pro-labor and pro-maritime legislation. He promised to continue his support of labor and maritime industry.

Rep. Michaud sits on the Transportation and Infrastructure committee. He serves on the Highways and Transit subcommittee, the Economic Development, Public Buildings, and Emergency Management subcommittee, the Railroads, Pipelines, and Hazardous Materials subcommittee, and the Coast Guard and Maritime Transportation subcommittee. He also sits on the



M.E.B.A. Patrolman Rich Adamns presents Bryan Fernando Chang Rengifo, a Marine Engineering Systems major from the Republic of Panama with the M.E.B.A. Award established in 2000 at the Kings Point Award ceremony on June 17, 2011. The prize was a Fluke 115 True RMS Digital Multimeter. The award goes to the Marine Engineering Midshipman who has the highest cumulative average on their sea year evaluation.

*Pictured is the **ACOE DREDGE CURRITUCK** from Army Corp. District Wilmington, NC. It performs vital dredging to keep inlets open on the East Coast. It was refueling in Virginia Beach, VA.*



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This is such a complex question for most. There are all sorts of things you might think about such as have I accumulated enough, do I have enough in my retirement savings to get me to my first payment, do I need to continue working and how much do I have to make. To retire blindly without quantifying the impact to you, your family, and your lifestyle is to not be prudent.

One of the biggest roles I play as a financial planner is to help my clients step back and take a look at the big picture. In working with many MEBA members, one of the most important factors is to help you understand the different retirement options available through MEBA and to see which is most appropriate for you and your family. Once we have identified your concerns and objectives we can identify the gaps and establish a financial plan to address them. For example, is the amount of retirement income that will be generated enough to support your current budget, taking into account investment performance (good and bad), inflation, and the lifestyle you wish to live in retirement? If the answers to these questions give you the confidence to continue forward, we then discuss the risks that could prevent you from accomplishing your objectives. These risks can come in the form of inconsistent investment performance, health issues, employment changes, government funded programs not doing what you hoped (i.e. social security) and many more.

As a retiree or someone considering retirement, there are many other issues that must be considered and planned for. Sustainable retirement plan strategies depend on variables that are difficult to predict including inflation, market fluctuations, taxes, interest rates and your own life expectancy and health issues. How you meet your spending needs without depleting your retirement savings too quickly can be a difficult decision. For example, a 55 year old, retiring in January of 2008 that had a buy-out of \$1,000,000 and was taking 5%, or \$50,000, per year may not have considered the effect of 30% losses in his portfolio. Now the \$50,000 per year he needed to support his retirement lifestyle (or has to take under IRS Rule 72t) is no longer 5% of his portfolio but close to 7.5%. This leaves the retiree only a few options. First, go back to work. Second, expose your portfolio to more risk which may or may not be prudent. Finally, take less money which may or may not be feasible depending on 72T distributions for those under the age of 59 ½. This certainly had a lot to do with bad timing; however this individual may have been able to protect himself.

Another area that pertains to all MEBA members and not just those close to retirement is the question of, what would happen if I passed, became disabled, incapacitated, or would need long term nursing care? Proper financial planning is not just about the return on my investment, although that is important, but also quantifying these specific issues to protect your nest egg and your family's ability to maintain their lifestyle. By identifying the risks and properly coordinating your financial situation we can potentially reduce your risk and ensure that your financial decisions are confident ones. In addition, a properly coordinated estate plan can help reduce if not eliminate that burden and protect assets you leave behind against divorce, litigation, and more estate taxes. A good estate plan is extremely valuable and can be your voice when you are not around.

Many of our clients have had other advisors that have taken them to a certain level of planning. We have found that the difference between having your financial planning done, versus having it done as well as possible, can mean greater confidence in your planning and saving a substantial amount of money depending on the situation. We work strictly on a confidential basis with many mariners just like you. If you would like to assess your current situation please call Mike McFeeley at 410-825-0781 or email Michael.McFeeley2@LFG.com to set up a meeting to discuss your unique issues.

Michael McFeeley is a registered representative of Lincoln Financial Advisors Corp.

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M.E.B.A. L.A. successfully concluded a new 5 year contract with FOSS MARITIME COMPANY. The negotiations were held at our hall in Wilmington, CA. We extend our appreciation to the rank and file members who contributed their time and knowledge to make this happen. Pictured from left to right are Bob Madden LA Branch Agent, Ken Leever FOSS Labor Relations, Mike O'Connor FOSS Director of Labor Relations, Member Mike Howerton, Member Troy Jones, Member Daniel Corey, Member Merle Norquist and LA Patrolman Rich Doherty.

Veterans' Affairs committee, serves as ranking member of the Health subcommittee, and serves on the Disability Assistance and Memorial Affairs subcommittee.

MSC Accepts Delivery Of USNS WILLIAM MCLEAN

Military Sealift Command accepted the delivery of the **USNS WILLIAM MCLEAN** during a ceremony at the General Dynamics NASSCO shipyard last week.

The vessel was named in honor of William Burdette McLean (1914-1976), the U.S. Navy physicist who conceived and developed the heat-seeking Sidewinder missile, the **WILLIAM MCLEAN** is the twelfth ship delivered in the Navy's 14-ship T-AKE dry cargo-ammunition ship program in five years. NASSCO began constructing the **USNS WILLIAM MCLEAN** in September 2009. The ship will carry necessary supplies and equipment required to support U.S. Marine Corps operations anywhere in the world.

Once fully crewed, the **USNS WILLIAM MCLEAN** will have 124 civil service mariners and 11 sailors. The ship will begin missions in the summer of 2012 after a series of additional trials.

M.E.B.A. Completes Successful Contract With Foss Maritime

M.E.B.A. LA successfully negotiated a new 5 year contract with FOSS MARITIME COMPANY. The negotiations were held at our hall in Wilmington, CA. We extend our appreciation to the rank and file members who contributed their time and knowledge to make this happen. Thanks to Bob Madden LA Branch Agent, Ken Leever FOSS Labor Relations, Mike O'Connor FOSS Director of Labor Relations, Member Mike Howerton, Member Troy Jones, Member Daniel Corey, Member Merle Norquist and LA Patrolman Rich Doherty.

Foss Maritime Company also surpassed one full year without incurring a lost time injury. For Foss' marine operations, it has been two million man-hours and nearly a year and a half, since the last lost time injury. For Foss' shipyards, more than a year has passed since the last lost time injury.

M.E.B.A. Hosts Rep. Russ Carnahan At Headquarters

The M.E.B.A. hosted Missouri Congressman Russ Carnahan at an event at headquarters on September 22nd. Rep. Carnahan has been a longtime friend

and ally of the maritime industry and a vocal supporter of such crucial programs as the Maritime Security Program and America's cargo preference laws. The Congressman spoke at great length about the crucial role the maritime industry and marine infrastructure programs can play in the nation's economic recovery. He pledged his continuing support of the US-flagged shipping industry and to continue working with our industry to address the issues facing maritime. Congressman Russ Carnahan represents Missouri's 3rd district and sits on the crucial Transportation and Infrastructure Committee as well as the Committee on Foreign Affairs and the Committee on Veteran's Affairs.

M.E.B.A. Hosts MARAD Meeting For Maritime Unions

In September, M.E.B.A. hosted a MARAD meeting for the industry's maritime unions dealing with the Ready Reserve Force Fleet. The presentation reviewed past budgets and accomplishments and future budget projections. The agency also discussed the new facility that will be built in Beaumont, LA to accommodate strategic sealift operations and help cut operating costs.

MARAD officials stated that the fleet's current crew size supports a state of adequate readiness in case of activation, however, cuts looming on the horizon may require the agency to seek cost saving measures. They encouraged all maritime unions to help them seek out alternatives to cutting crew sizes and promised to work with them to help maintain jobs for US mariners.

Maritime Unions' Message to State Department: Don't Reward Indolent Flag States In Piracy Fight

Four American maritime unions have urged the US Department of State not to follow the recommendation of an international shipping group that advocated using UN military guards to fight shipboard piracy.

In a mid-September letter to Donna Leigh Hopkins, Coordinator, Piracy

& Maritime Security, US Department of State, Seafarers International Union official David Heindel spelled out the severe pitfalls of a recent proposal by a group known as the Round Table of international shipping associations. Heindel serves as SIU secretary-treasurer as well as chair of the Seafarers' Section of the International Transport Workers' Federation (ITF). He wrote on behalf of the SIU and three other U.S. unions: the American Maritime Officers (AMO); Masters, Mates and Pilots (MM&P); and Marine Engineers' Beneficial Association (MEBA).

After pointing out that many members of those respective unions sail in pirate-infested waters near Somalia and farther out in the Indian Ocean, Heindel observed that the Round Table recently asked the United Nations to establish a "UN Force of Armed Military Guards" for deployment aboard merchant ships.

"We oppose the use of UN forces in this fight because, quite simply, it rewards flag-of-convenience states that make no effort to protect crews working on vessels flying their flags," Heindel wrote. "In particular, most if not all of the so-called flag-of-convenience or runaway flags have either made woefully inadequate attempts to combat piracy, or they've made none at all. The burden of dealing with pirates is being borne by the seafarers themselves, ship operators and a few nations – including the United States – and the task of actually prosecuting pirates by even fewer. The failure of flag-of-convenience states to exercise their jurisdiction against pirates who have attacked vessels flying their flag is totally unacceptable by the world's seafarers and should be by those that employ and regulate us."

He continued, "In that light, the Round Table's proposal amounts to saddling American taxpayers with paying to protect the flag-of-convenience scheme. Put another way, their proposal equates to having others pay to fight piracy while the absent flag states rake in profits from much of the world's fleet without meeting any of the obligations as a proper flag state. In our opinion, their failure to act thus far has contributed to the death of more than sixty seafarers. ..."

Finally, Heindel noted that the aforementioned unions as well as the ITF support many of the concerns expressed by the Round Table. "However, they missed the mark on this proposal."

For information on flags of convenience, visit <http://www.itfglobal.org/flags-convenience/index.cfm>. For information on international efforts to combat piracy, visit <http://www.saveourseafarers.com/>

US House Approves Armed Guards On Ships With Government Cargo

In September, the US House Transportation Committee approved legislation that would authorize armed security on American-flag vessels carrying government cargo along pirate-ridden routes. The Piracy Suppression Act of 2011 was introduced by Rep. Frank LoBiondo (NJ) at the beginning of the month and the hope is that the bill will reduce the threat of piracy.

The bill states that an act of piracy includes attempts to siege vessels, not just successful attacks, and includes capital punishment as recourse for such actions. It would provide training for mariners on the proper use of force against pirates and what to do if taken hostage. The act will

also reimburse ship owners and operators for the cost of the armed security.

MARAD's Gotay Resigns

On September 16th, Maritime Administration Deputy Administrator Orlando Gotay left his position at MARAD. The agency has not given a reason for his leaving.

Gotay worked for MARAD since 2009, and was promoted to chief operating officer in June 2010. Before that he was general manager of the San Juan Port Commission and legal counsel to the mayor of San Juan, Puerto Rico. He is a Puerto Rico native, a US Naval Academy graduate, and has a law degree from Golden Gate State University.

USNS SPEARHEAD Christened

On Saturday, the **USNS SPEARHEAD** was christened at Austal USA in Mobile, Ala. It is the first of the new Navy joint high-speed vessels (JHSV), which were built for quick intra-theater transport of troops and equipment.

"**USNS SPEARHEAD** and her MSC crew will be indispensable as they perform critical logistics and fleet support missions around the world," said Rear Adm. Mark H. Buzby, commander, Military Sealift Command, during his address at to an audience of more than 1,200 people including leaders from the military services, Congress and maritime industry. Alabama Senator Jeff Sessions was the ceremony's principal speaker.

Military Sealift Command (MSC) will own and operate all of the JHSVs built for the Navy. The **USNS SPEARHEAD** will have a crew of 22 civil service mariners. And the Navy is under contract



M.E.B.A. member Mike McFeeley (crouching), M.E.B.A. retiree Bob Vint, N/S SAVANNAH Radiation Safety Officer and Quality Assurance Manger Arthur Paynter, AMC President Lee Kincaid, and M.E.B.A. Special Projects staff Maro Cannistraro.

At the Baltimore Propeller Club's 2011 Annual Crab Feast are M.E.B.A. retiree Harry Bertram, Leslie Bertram, Ann Rodgers, M.E.B.A. retiree Tom Rogers, Donna Gallagher, M.E.B.A. member and Contracts staff Mark Gallagher, Baltimore Branch Agent Steve Jablonski, Maria Jablonski, M.E.B.A. retiree Lou Martone,



During a visit from Military Sealift Command Commander Rear Admiral Mark H. Buzby to Alaska whales swam up to the TWO SISTERS vessel and engaged in “bubble net feeding” behavior.

for 10 more JHSVs, three of which are yet-to-be awarded construction options.

As MSC assets, all of the JHSVs will be civilian-crewed. The first four of the 10 currently under contract - including Spearhead - will be crewed by federally employed civil service mariners, while the next six are slated to be crewed by civilian mariners working for private companies under contract to MSC. Military mission personnel will embark as required by the mission sponsors.

General M.E.B.A. E-Mail Address

Members who have questions, comments or concerns can use the M.E.B.A. general e-mail address mebahq@mebaunion.org. E-mails sent to that address will be routed to the appropriate person.

M.E.B.A. Announces New A.M.C. Appointments

AMC and M.E.B.A. welcome Captain Lee A. Kincaid as official President and James E. Caponiti as Executive Director of the American Maritime Congress. Together they bring over 60 years of combined industry and political experience to the AMC.

“I am very excited to permanently welcome Captain Kincaid as AMC President, as I know the organization will prosper under his leadership. I am also pleased to welcome aboard Jim Caponiti and feel that his experience in the U.S. Maritime Administration will

help give new insight into the direction of the AMC,” said Mike Jewell, AMC Board Chairman. “Under the guidance of these two men I believe the AMC will be able to gain an even stronger voice in Washington as the advocate for the good of American Flag Shipping and the US Flag Merchant Marine.”

Both Captain Kincaid and Mr. Caponiti will advocate for a strong, healthy, and competitive US Flag Merchant fleet. Welcome aboard Lee and Jim!

M.E.B.A. Meets With Representatives Boustany and Richmond

In September, M.E.B.A. and AMC officials and staff were able to discuss important maritime issues with two influential members of Congress.

At the Washington, D.C. Propeller Club’s breakfast M.E.B.A. and AMC staff were able to grab a couple of moments to talk with Rep. Charles Boustany (LA). Rep. Boustany spoke at the event about the importance of the maritime industry to his district and to the nation. He mentioned that obtaining money for dredging would require a fight, but that he would promote legislation for it. He spoke in depth about the Realize America’s Maritime Promise (RAMP) Act and how it has strong bi-partisan support. Rep. Boustany also pointed out that it was created to not trigger a Congressional Budget Office (CBO) score, and will not

raise the deficit. He then on to discuss how the US needs to become more competitive and build up its infrastructure and American Flagged maritime industry in order to promote trade and create jobs.

Rep. Boustany is a member of the House Ways and Means committee and serves as chair of the subcommittee on Oversight. He also sits on the Ways and Means subcommittees for Human Resources and Select Revenue Measures.

The M.E.B.A. also hosted a lunch for Rep. Cedric Richmond (LA). Richmond, Rep. Richmond has been integral in helping to education other members of Congress on Maritime and Labor issues, and for bringing the industry’s importance in the role of trade to the limelight. He has remained focused on job creation, and considers the US Flag shipping industry integral in this process. Rep. Richmond also promised to continue to promote pro-maritime and labor legislation. He said he will continue to support and try to gain money for dredging, and the simplification of the TWIC renewal process. He also said he would look into the Jones Act Waivers that has been granted during the opening of the Strategic Oil Reserve, and why those contracts were not given to US Flag operators since they had vessels available.

Rep. Richmond is the Chairman of the committee on Judiciary and a member of the Ways and Means, House Executive, and Legislative Audit Advisory committees.

US Department Of Transportation Honors Service Of Merchant Mariners On 9/11

The heroism of merchant mariners who evacuated hundreds of thousands of people from Lower Manhattan after the Sept. 11, 2001 terrorist attacks is featured in a new video released this week by the US Department of Transportation’s Maritime Administration. “Rescue at Water’s Edge,” includes interviews with vessel operators, emergency responders and passengers.

“The story of merchant mariners coming to the aid of those in need on September 11, 2001 is an inspiring one,” said US Transportation Secretary Ray LaHood. “On that terrible day, our nation’s

seafarers, with courage and selflessness, transported hundreds of thousands of people out of harm's way to safety."

More than 300,000 people were evacuated by water from lower Manhattan after the terrorist attacks in the largest unplanned water evacuation in the history of the United States.

"The men and women of the New York and New Jersey merchant maritime community provided a beacon of light on one of the darkest days in our country's history. They were among the heroes running toward danger and exemplify what it means to be a U.S. merchant mariner," said U.S. Maritime Administrator David Matsuda.

The Maritime Administration strengthens the maritime transportation system of the United States to meet the economic and security needs of the country. It also operates the United States Merchant Marine Academy at Kings Point, New York, which provides advanced education and training for professionals from the maritime community, private sector, government and military.

For additional information about the Maritime Administration including the

US Merchant Marine Academy, visit www.marad.dot.gov. WATCH: "Rescue at Water's Edge: The US Merchant Marine Response to 9/11" <http://www.youtube.com/watch?v=yc66PsnXPoA>.

Dave Heindel, ITF seafarers' section chair and secretary-treasurer of the SIU (Seafarers International Union), whose members, along with those of the MEBA and ILA, were involved throughout the 9/11 relief and evacuation effort, commented: "This is the recognition that these men and women deserve, and it's great that it's been made public. Once again US mariners were quick to answer their nation's call when and where needed. I hope that this message from the Department of Transportation will be widely and deservedly reported."

Horizon Finishes Refinancing

Horizon Lines finished its \$652.8 million refinancing in October. Bondholders now control most of the company's stock. The new capital structure addresses the company's financial needs by providing adequate liquidity to fund continuing operations and the ability to achieve substantial additional debt reduction.

"We now have a new capital structure that eliminates the refinancing uncertainty faced by our company over the past several months and better positions us for the future," said Stephen H. Fraser, President and Chief Executive Officer. "We have put in place a solid financial foundation that affords us the opportunity to grow our business and significantly reduce debt over time."

M.E.B.A. Meets With Rep. Tiberi

On September 8, the M.E.B.A. hosted a reception for Representative Pat Tiberi (OH), who has been a strong supporter of the maritime industry and a friend of the M.E.B.A. for many years. This allowed the entire District Executive Committee (D.E.C.), M.E.B.A. political staff, and AMC staff to speak to the Congressmen in depth about the issues that our Union will face as the 112th Congress reconvenes from its summer recess.

Rep. Tiberi promised to continue to support the US Merchant Marine and American flag shipping industry. The reception gave him the opportunity to talk to the M.E.B.A. D.E.C in detail about funding for food aid, cargo preference,



Irlynda Smith, wife of former Houston Branch Agent Steve Smith, cooked on the M.E.B.A. team and received an award for getting an award for 9th place in the beans category at the HC AFL-CIO cook-off.



Taking a break to speak with Houston Patrolman Mike Dunklin is the crew of the **CAPE VICTORY**. Pictured from left to right are C/E Dan Gifford, Electrician Desmond Sealy, SIU Oiler Brian Fletcher, Warsila Tech. Seth Arnold, 2nd A/E James Twomey, and 1st A/E James White.



Crew on the **LIBERTY SPIRIT** working hard. Pictures from left to right are 2nd A/E Edgar Pacana, Engine Cadet Nick Carbonetto, 3rd A/E Gregory Webb, 1st A/E George Perkins, and C/E John Nichols.

MSP, supporting and upholding the Jones Act, and in general protecting maritime labor when it comes to legislation on the Hill.

Rep. Tiberi sits on the Ways and Means Committee, the Social Security Subcommittee, the Income Security and Family Support Subcommittee, and is a ranking member of the Select Revenue Measures Subcommittee.

Area Members, Applicants and Retirees can begin scheduling their physicals at the local Houston clinic by calling 281-377-8666. The first day for physicals will be September 20th. If you have any questions please contact the Houston Hall at 713-923-9424.

Letter From Congress Admonishes Obama For Waiving Jones Act

At the end of August, US Senator Mary Landrieu (LA) sent a bipartisan letter to President Obama criticizing the Administration's use of foreign vessels to transport crude oil within the United States during the ongoing Strategic Petroleum Reserve (SPR) drawdown. The letter urges the use of domestic vessels and seafarers – as required in the Jones Act – in order to create jobs and improve the economy here at home.

The letter from Sen. Landrieu, who is Chair of the Homeland Security Appropriations Subcommittee, was also signed by US Senator David Vitter (LA) and US Reps. Charles Boustany (LA), Elijah Cummings (MD), Peter King (NY), Candice Miller (MI), Bennie Thompson (MS), and Pete Visclosky (IN).

In their letter, Sen. Landrieu and the other signees note that the Administration will waive the Jones Act more times since the June SPR release than in all previous Administrations combined over the entire 90-year history of the federal law. They also criticized the Administration's "lack of transparency" in conducting these Jones Act waivers, saying that "at the very least, the American shipping industry is owed an explanation as to why their vessels are being declared unavailable." To read the letter visit <http://landrieu.senate.gov/mediacenter/pressreleases/08-26-2011-1.cfm>.

The Maritime Trades Department, AFL-CIO also released a statement this week expressing shock and disappointment in the Obama Administration for allowing these waivers despite the ample availability of US-flag tankers and barges with American mariners aboard.

"At this time of high unemployment, we are appalled that the government would take such actions," noted MTD President Michael Sacco. "This is completely contrary to the stand then-Senator Obama expressed in August 2008 to America's maritime unions." To read the full release visit <http://www.maritimetrades.org/article.php?sid=38&sid=39&pid=1160>.

USCG Medical Waiver Paperwork Reminder

All Officers are reminded to make sure they have in their possession when joining a vessel any "medical waiver" letters issued by the US Coast Guard.

M.E.B.A. bravely fights fire aboard the CAPE KENNEDY

On Wednesday, August 3, 2011 at about 1400 hours, vendors were welding a doubler plate onto a wasted deck plate in the aft part of the ROS vessel **CAPE KENNEDY**. Even with fire watches set in spaces surrounding the hot work site, sparks got onto a pile of laundry and ignited.

This activated the fire detection system which, in turn sounded the ships fire alarm. The constant training of the crew paid off. All hands on the **CAPE KENNEDY** responded instinctively and prevented a potentially dangerous situation from getting out of control. The vendors pitched in to help and there was neither chaos nor confusion.

Particular commendations should be given to the first man to investigate and discover the source of the fire, 2nd Assistant Robert Wappus. He communicated the location, donned a fire fighters suit and charged into action. 1st Assistant James Sutton took over as on-scene leader and maintained a calm demeanor while directing damage control activities. AB Gary Toomer swiftly donned a suit and served as hose man for Brother Wappus.

Before the blaze could be extinguished, the two men's low air alarms sounded, forcing them to back away from the fire. By this time, smoke was so thick in the area; the nearest Emergency Gear Locker was inaccessible. Marshall Stanford, who previous to the issuance of his license was a QMED on the vessel, tore the soaking wet fire fighters outfit from Toomer and gallantly charged into the teeth of the flames. It was impossible to see more than two feet due to thick smoke from this textbook Class Alpha fire.

Quite a bit later, Brother Sanford felt a firm tap on his shoulder and heard someone shout, "New Orleans Fire Company Four, I'll take over". The by-now-exhausted Sanford stood down and one of the 72 NOFD firemen from 27 separate units who were responding to the three alarm fire took over.

The constant fire drills held throughout the M.E.B.A. on that day paid off handsomely. No one was hurt from this accidental fire. However, the smoke was carried throughout the ventilation ducting and remediation continues onboard the ship as she sits calmly at her berth at the Poland St. Wharf in New Orleans, LA.

All hands are heartily congratulated for their courage and steadfast devotion to duty! Thanks also go to New Orleans Patrolman Wilson Johns for broadcasting the brave acts of these M.E.B.A. members.

M.E.B.A. Members And Retirees Appointed To MERPAC

The Merchant Marine Personnel Advisory Committee (MERPAC) charter was reauthorized by the Secretary of Homeland Security Janet Napolitano in March 2011. Napolitano named Larry O'Toole, a retired M.E.B.A. Chief Engineer and former CMES Director/ former M.E.B.A. President, to the advisory committee. O'Toole previously served on MERPAC in the mid 1990's. Katy Haven an M.E.B.A. Alaska Marine Highway System Chief Engineer, and Dennis Haynes a retired M.E.B.A. Chief Engineer were also appointed. American Maritime Congress (AMC) President Lee Kincaid had served on the committee until his appointment at the AMC in March 2011.



MERPAC was first established in 1992 at the request of the USCG Commandant. MERPAC's purpose is to advise the Secretary of the Department of Homeland Security (DHS), via the Commandant, USCG, on matters relating to the training, qualification, licensing, certification and fitness of seamen in the merchant marine. The Committee consists of up to 19 members who have particular areas of expertise, knowledge, and experience in the maritime industry. The Committee's charter outlines specific groups from which these experts shall be chosen. A member's term lasts three years, with approximately one-third of the members' terms expiring each year.

Matson Cuts China Service

Matson Navigation has ended one of its China services due to an increase in fuel prices, a decrease in freight rates and overcapacity in the trans-Pacific. No M.E.B.A. jobs were affected due to this reduction.

The CLX2 service, which was just launched last year, was started during a time of increased cargo volume and steady freight rates. This is one of the company's only service that participates in foreign, non-US domestic trade. This makes it reliant on the eastbound service from China to create revenue.

"Unfortunately, the economics of the Transpacific trade have shifted dramatically in the relatively short time since we developed the model. Sustained high fuel prices, rate volatility and overcapacity in the Asia market have made this growth initiative unprofitable," said Matt Cox, Matson's president. "Unlike Matson's first China – Long Beach Express, which includes calls in Hawaii and Guam en route to China, resulting in revenue for both westbound and eastbound voyages, the second string sailed directly from Long Beach to China, making the economics of the service during this period exceptionally difficult."

USMMA Gets High Marks On Forbes Best List

Forbes' annual list of top quality undergraduate institutions and colleges

ranked the US Merchant Marine Academy as number five on the list for Best Colleges for the Money.

Kings Point was rated against 650 other undergraduate institutions, and ranked behind the Military, Air Force and Naval Academies and Cooper Union of NYC. The rating includes the overall cost of the school in comparison to the level of education that student receive. USMMA also scored highly on the Best Colleges list, being listed as number 158

Waterman Wins MSC Contract

M.E.B.A. contracted Company Waterman Steamship was notified by Military Sealift Command August 3, 2011 that it was the successful bidder in the RFP for an Ice Class Dry Cargo vessel (N00033-11-R-5503). Performance on the firm fixed-price contract with reimbursable elements is expected to commence mid-December 2011. The contract term is one year fixed worth \$10,008,967.00 with (4) one-year option periods, which if exercised would bring the total contract amount to \$49,953,037.00 (excluding reimbursable elements).

Waterman will reflag to US registry, the 17,451 deadweight ton Ice Class Dry Cargo motor vessel **FEDERAL PATROLLER** built in 2000 and currently operating under Cyprus flag. The primary missions for the vessel will be to support the re-supply operations Deep Freeze bringing needed supplies to McMurdo Station, Antarctica and Pacer Goose which delivers heavy vehicles and containerized cargo to Thule Air Force Base, Greenland.

This award marks a return for the Company providing this much needed service to the federal government as the **M/V GREEN WAVE** operated by Central Gulf Lines performed these missions from 1984 -2002.

M.E.B.A. Meets With Representative Loretta Sanchez

In August, M.E.B.A. and AMC staff hosted a breakfast event for Rep. Loretta Sanchez (CA). This allowed M.E.B.A. to speak to the Congresswoman about issues facing the maritime industry and to better

understand the challenges she may face in her next election because of redistricting.

Rep. Sanchez promised to continue to support the maritime industry. She also pledged to work on reviewing the requirement that a second trip would be needed to renew a TWIC card. The Congresswoman also gave political staff an insight into the redistricting of California and how it would affect our legislators who support M.E.B.A. She also pledged to help promote and raise awareness of the maritime industry and its needs to any new elected representatives who may run during the next election cycle.

Rep. Sanchez is the most senior female member of the House Committee on Homeland Security and the House Armed Services Committee; she also sits on the Joint Economic Committee. Her sister, Linda Sanchez is also a California Congresswoman and friend of M.E.B.A.

Important Notice Regarding Federal Drug Testing Program

Effective October 1, 2011, important changes regarding the Federal Drug Testing Program and the Chain of Custody Forms ("Custody Forms") will take effect. These changes will affect the membership as follows:

REVISED CUSTODY FORMS

The Department of Transportation (DOT) has revised the Custody Forms that are currently in use for Pre-employment Drug Testing. As a result of this change, the Custody Forms have been redesigned and reprinted to conform to the additional requirements of the US Coast Guard (USCG).

The following items must be properly completed on the Custody form:

- Letter D – Specify Testing Authority "USCG" must be checked off as the "Testing Authority."
- Letter E - Reason for Test "Pre-employment" Must be checked off as the "Reason for Test."
- Letter F – Drug Tests to be Performed "45304N DOT Drug Panel-W/TS" must be checked off as the "Drug Test to be Performed."

EXISTING OR OLD CUSTODY FORMS

The existing or old Custody Forms can be used without penalty for pre-employment drug tests that are performed through Friday, September 30, 2011. After that date, the new Custody Forms must be used.

Any existing or old Custody Forms should be destroyed. These old forms are highlighted in yellow. The use of these old forms will result in a cancelled test and the Member will be required to re-test using the correct form.

QUEST DIAGNOSTICS

Arrangements with Quest Diagnostics for collection sites remain unchanged. To find a collection site the Member can:

- Visit Quest Diagnostics on the web at www.questdiagnostics.com. From the Lab & Healthcare Services menu choose "Find a Quest Diagnostics Location", select "Find Location", enter the city, state and zip of the area where the Member would like to be tested and select from the from the drop down menu "Drug Screen – Urine."
- The Member can also call the MEBA Benefit Plan Office, Member Services Department at 1-800-811-MEBA for help in finding a location

Quest Diagnostic collection sites will no longer maintain a supply of pre-printed Custody Forms. The Member must have a proper Custody Form in his/her possession at the time of the test. A Notice regarding the new Custody Forms will be mailed to the Membership by the Plan Office. A new Custody Form will be included with the notice. Additional Custody Forms are available at District No. 1-PCD, MEBA Branch Offices or from the MEBA Plan Office.

As in the past, upon receipt of a Member's drug test results the Plan Office will promptly mail the Certificate to the Member. A replacement Custody Form will accompany the Member's Certificate for use in the next test.

ELIGIBILITY REQUIREMENTS

Eligibility requirements to participate in the Federal Drug Testing Program have not changed. The Member must:

- Work in Covered Employment for at least 60 days in the six month period immediately preceding the drug test; and
- Such Covered Employment must be with Employers that participate in the Federal Drug Testing Program.
- New Entrants in the Plan, that is employees who have not previously participated in the MEBA Medical & Benefits Plans ("the Plan"), will become eligible after completing 30 days of covered employment within any period of six consecutive calendar months.

Repeat testing cannot take place more than thirty (30) days before the expiration of the current Certificate.

If the Member is not working for an Employer that participates in the Federal Drug Testing Program or is ineligible for any other reason, he/she will be required to pay \$55.00 to obtain his/her Certificate. The Certificate will not be released to the Member until this fee has been paid.

If you have any questions regarding the Federal Drug Testing Program, contact the Member Services Department at the Plan Office in Baltimore at 1-800-811-MEBA or via e-mail at mervices@mebaplans.org.

M.E.B.A. Meets With Senator Olympia Snowe

Members of the M.E.B.A. political team participated in event in support of Senator Olympia Snowe (ME) at the end of July in Washington, DC. The event was organized by a variety of organizations in the maritime industry including labor, shipping companies and associations. The Senator spoke at length about the current state of the United States' economy and the steps necessary to return to an era of prosperity. She went on to highlight the important part that the US maritime industry can play in reaching that goal. Snowe also expressed her continuing support of our industry and desire to work together in the future. She sits on the Commerce, Science and Transportation



Phelps Hobart, Director of the Pacific Counsel of the Navy League with M.E.B.A Executive V.P. Dave Nolan in Sacramento, CA during the unveiling of the commemorative Merchant Marine Memorial stamps. The event was held on the Sacramento River promenade next to the Merchant Marine Memorial at the I Street Bridge. In attendance were many members from the Navy League as well as the American Merchant Marine Veterans Association members from Northern California. The Merchant Marine Memorial monument in Sacramento is cared for by the local chapter of the American Merchant Marine Veterans Association.

M.E.B.A. Officials sailed aboard the S.S. JOHN W. BROWN. Pictured is Secretary-Treasurer Bill Van Loo, Baltimore Branch Agent Steve Jablonski, Atlantic Coast V.P. Chris Guerra, and M.E.B.A. HQ Contracts staff and member Mark Gallagher.



M.E.B.A. retiree Blackie Blackstone shares sea stories on the S.S. JOHN W. BROWN.



C/E Joe Cadden in the engine room of the S.S. JOHN W. BROWN.



Secretary-Treasurer Bill Van Loo, HQ Contracts staff/M.E.B.A. member Mark Gallagher, and Plans employee Mary Birmingham smile aboard the S.S. JOHN W. BROWN.



Mike Schneider, Chairman of the Board of Project Liberty Ship and Lee Kincaid AMC President pause for a smile.

Committee and is the Ranking Member of the Small Business Committee.

M.E.B.A. Sails Aboard The S.S. JOHN W. BROWN

M.E.B.A. Secretary-Treasurer Bill Van Loo, M.E.B.A. retirees, and staff from the M.E.B.A. and AMC sailed aboard the **S.S. JOHN W. BROWN** on July 28th, to celebrate the US Postal Service issuance of four “forever” stamps honoring the US Merchant Marine.

The **S.S. JOHN W. BROWN** is one of two remaining WWII Liberty ships. It was built in Baltimore’s Bethlehem-Fairfield Shipyard and launched on Labor Day in 1942. She made 13 wartime voyages, served as a maritime vocational high school in New York for 35, sent to the James River Reserve Fleet where she sat for

5 years rusting away, and then was rescued in 1988 by a dedicated group of Project Liberty Ship volunteers and towed home to Baltimore.

There were 60 million US Merchant Marine Forever stamps issued yesterday. They were dedicated at the US Merchant Marine Academy in Kings Point, NY by Jim Cochrane, vice president, Product Information; David T. Matsuda, administrator, US Maritime Administration; Rear Admiral Philip H. Greene, Jr., superintendent, US Merchant Marine Academy; and Captain Eric York Wallischeck, chief of staff, US Merchant Marine Academy.

The vessels depicted on the stamps are: clipper ships, auxiliary steamships, container ships (specifically a Matson Navigation vessel) and Liberty Ships.

To order the stamps online visit <https://shop.usps.com/webapp/wcs/stores/servlet/ProductDisplay?catalogId=10001&storeId=10052&productId=10007870&langId=-1>.

ILA Holds Quadrennial Convention

The International Longshoremen’s Association (ILA) held its quadrennial convention in Hollywood, Florida the last week of July.

Harold Daggett was elected as ILA president and replaced Richard Hughes Jr. who did not run for re-election. Daggett promised to aggressively battle the threat of automated terminals, strengthen ties with the West Coast longshore union (ILWU) in order to preserve jobs and protect their memberships, assertively



Secretary-Treasurer Bill Van Loo at the ILA convention with Big Bob and Vice Presidents Wes and Ray.

enforce container weights, conduct more research on companies and their finances before union negotiations, organize more port workers, and help to ensure worker safety.

Daggett will head up negotiations in September for the ILA for a new Atlantic and Gulf dockworkers' contract.

Congratulations to the ILA on a successful convention!

US Court Rejects Industry's EPA Challenge

A US federal court rejected a challenge by the shipping industry to the Environmental Protection Agency's (EPA) VGP (Vessel General Permit), in July.

The VGP was created to stop the transmission of invasive organisms in US waters (especially in the Great Lakes region), by creating a uniform standard for 26 types of vessel discharge, including ballast water, deck runoff, and other substances. The federal permit provides a general guideline for ship discharges, but also allows individual states to add their own provisions to protect their waters. The EPA permit went into effect in 2009, but was only fully enforced earlier this year.

The challenge was brought by shipping groups, such as the AWO, the Lake Carriers' Association, and the Canadian Shipowners Association. They asked the US Court of Appeals in Washington, D.C. to deny states the ability to add additional requirements. The case also stated that the EPA was in violation of the Administrative Procedure Act and the Regulatory Flexibility Act in allowing states to set their own standards.

The court rejected the case stating the industry failed to establish that the EPA has the power to change or deny state regulations. It also recommended that Congress change the Clean Water Act in order to give the maritime industry a set guideline.

Maersk & Horizon Lines Proficiency Testing At Prometric

Members may take the Diesel Engineering, Industrial Electronics, Instrumentation, PLC, and Refrigeration proficiency tests at their local Prometric Testing Center. An application form requesting to take an exam must be completed. This form is only available through the school's website and may be found on the Proficiency Test Information page www.mebaschool.org/index.php/admissions/proficiency-testing-information-a-registration. Students must submit a separate application form for each test required. Within three business days the student will receive an email confirmation with the information required to take a test at Prometric. Upon receiving the confirmation email, students will go to the Prometric website, www.prometric.com, to schedule their exam. The school is listed as MEBA - CMES.

Upon completion of testing at Prometric, students will be notified by CMES of their test results. Please direct any questions concerning proficiency testing through Prometric to dl@mebaschool.org.

USCG Releases New Format For Deck & Engine Examination Guide

This summer the US Coast Guard (USCG) announced a new format to

the Deck & Engine Examination Guide posted on the National Maritime Center (NMC) web site.

The examination guide has been rewritten to contain information pertinent to USCG administered credential examinations for deck and engine endorsements and associated regulations. The "UserFriendly" format of the guide allows the applicant to quickly retrieve all the necessary information concerning the examination process as well as the exams administered for each particular endorsement.

The new format allows the agency to quickly revise the guide in response to regulation and policy changes. This ensures that the applicant has access to the most up to date information concerning exams and the examination process.

Effective July 20, 2011, the document referred to as Guide for Mariners - Merchant Marine

Examinations will replace the previous Deck and Engine Examination Guide.

For additional information, please contact the National Maritime Center by email at IASKNMC@uscg.mil or by phone at 1-888-IAskNMC. To view the guide visit http://www.uscg.mil/nmc/training/deck_and_engineing_guide.pdf.

Pirate Attacks Increased In 2011 But Have Become Less Successful

Pirate attacks on the world's seas totaled 266 in the first six months of 2011, up from 196 incidents in the same period last year, the International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) Piracy Reporting Centre (PRC) revealed Monday.

More than 60 percent of the attacks were by Somali pirates, with the majority taking place in the Arabian Sea area according to the report, Piracy and Armed Robbery against Ships. As of 30 June, Somali pirates were holding 20 vessels and 420 crew members.

Somali pirates are more active now, however they managed to hijack fewer ships, just 21 in the first half of 2011 compared with 27 at this time last year.





Faces around the Fleet



Hanging out at the HC AFL-CIO cook-off are (from left to right) Houston Dispatcher Erin Bertram, Houston Branch Agent Dana Woodruff, member Dave Reid, and Irllynda Smith wife of former Houston Branch Agent Steve Smith.



Member Dave Reid, ready to cook and represent the M.E.B.A. members' team at the HC AFL-CIO cook-off.



On a recent visit to the **OSG BOSTON** docked in Wilmington, CA are (from left to right) L.A. Patrolman Rich Doherty, L.A. Branch Agent Bob Madden, 1st A/E Craig Calvert, C/E Ray Jones, 3rd A/E Luis Navarrete and 2nd A/E Les McGann. Brother Madden has been hitting the ships in a union wide effort to answer questions related to the most recent Trustee's meeting.



M.E.B.A. retirees came out in force at the HC AFL-CIO cook-off. Former Houston Branch Agent Steve Smith and former Houston Patrolman Bob Barron take a minute to catch up.



Members Charles Garvey and Brian Evjen on the waterborne picket line.



The August Houston Retiree was well attended. Seated is Scott Liebling, Houston Patrolman Mike Dunklin, Mary Elison, Billie Elison, and Herbert Autry. Standing is Charles Crawford, Howard Townsend, Andy Lopez, Leroy Whitlow, Terrence Murr, Mike Martineau, Donn Reamer, Bob Barron, Ray Hutchins, Houston Dispatcher Erin Bertram, Ralph Barber, and Phil Waters. Not Pictured are Don Albright, Houston Branch Agent Dana Woodruff, and Dave Krym.



The report attributes this to increased ship hardening and to the actions of international naval forces to disrupt pirate groups off the east coast of Africa.

IMB offers the latest piracy reports free of charge. To request a PDF version of the report by email, please visit:<http://www.icc-ccs.org/requestreport>

M.E.B.A./MMP Execute Pass Thru On Lakes; M.E.B.A. Exploring Observer Time Options For Pilotage Endorsement

M.E.B.A. and the International Organization of Masters, Mates & Pilots (MM&P) executed a Pass Through Agreement (PTA) this week to provide M.E.B.A. Deck Officers for vessels operated by Great lakes Fleet/Key-Lakes. M.E.B.A. and MM&P have successfully worked with a PTA on the Great Lakes for the past several years where M.E.B.A. provides Engineering Officers for Grand River Navigation. In addition, M.E.B.A. is exploring options with Great Lakes Operators to allow M.E.B.A. Deck Officers to serve as observers in order to gain their pilotage endorsements for the Lakes. M.E.B.A. is currently discussing these options on the Lakes with operators. Any Deck Officers interested in obtaining their pilotage endorsements, please contact Marco Cannistraro at marco@mebaunion.org.

M.E.B.A. President Testifies At House Ballast Water Hearing; Congressman Introduces Ballast Water Legislation

On July 13th, M.E.B.A. President, Mike Jewell testified before Congress at the House's Coast Guard and Maritime Transportation Subcommittee, chaired by Rep. Frank LoBiondo (NJ), and the Water Resources and Environment Subcommittee, chaired by Rep. Bob Gibbs (OH).

The hearing was held to explore current ballast water and incidental discharge management, as well as potential ways to implement cost effective and common sense approaches to future regulations.

Jewell's testimony focused on the federal government creating a uniform federal

standard for ballast water emissions. This would eliminate each state imposing their own regulations and unduly burdening vessels and crews as they try to comply with multiple different standards. Jewell also called for regulations to be strictly and evenly enforced upon both US and foreign flagged vessels to ensure that the US-flag shipping industry can remain competitive with its foreign competition and to safe guard the quality of US waters. Jewell also stressed that vessels sailing solely on the Great Lakes should be taken into special consideration as they sail on an interconnected body of water and have not introduced foreign organisms into their waterways system.

He also emphasized a focus on coastwise shipping industry to supplement and complement the currently congested rail and roadways, and pointed out that like the lakers, these vessels will sail in the same waters. This would eliminate the risk of the introduction of invasive species along the coastline. And finally Jewell highlighted the issue of safety.

"The transfer of ballast water works to alter the vessel's draft, maintain proper propeller immersion, and stabilize the vessel. Both the rate and volume of ballast transfer ensures that the ship remains stable. Should requirements be put in place where improper technology exists, the ship's integrity and the safety of its mariners could be put at risk," said Jewell. "Presently, there is no technology that can safely satisfy the proposed regulations in relation to ballast transfer. In fact, there is simply no technology that would meet the proposed standards. Creating regulations without the availability of safe, cost-effective technology may prove fatal for the U.S. maritime industry."

In order to maintain stability during transit, most ocean going vessels fill internal tanks with ballast water during the loading of cargo and then release it during unloading. Ballast water has long been recognized as one of several pathways by which invasive species are transported globally and introduced into coastal waters where they did not live before. The EPA Science Advisory Board (SAB) released a report on the effects of ballast water discharges, which found that any ballast water management strategy

that is more stringent than the one being imposed by the International Maritime Organization (IMO) is not currently achievable. However, some states are pushing for more stringent standards.

The discharge of ballast water and other substances from vessels are currently regulated by the Coast Guard, the Environmental Protection Agency (EPA), 26 states, 2 Indian Tribes and a U.S. territory. The current overlapping and contradictory patchwork of ballast water regulations hampers the flow of commerce, threatens international trade, unduly burdens vessel operations in US waters, undermines job creation and hurts our economy.

M.E.B.A. submitted its testimony to the House Subcommittees on Monday, July 11, 2011. On Tuesday evening, just hours before President Jewell would testify before Congress, Congressman Steven LaTourette (OH) added a provision to the Interior and Environment Appropriations Bill prohibiting the Environmental Protection Agency from sending any federal funds to states that enact ballast water management regulations that exceed US Coast Guard and International Maritime Organization guidelines. Jewell's testimony specifically emphasized the unique nature of Lakers. Vessels on the Lakes are locked in the Lakes system and almost never leave the Great Lakes, thus Lakers are not the source of invasive species infesting the ecosystem, but, rather foreign flag ships that enter the Seaway from overseas.

Jewell's written testimony can be found at http://M.E.B.A.union.org/WHATS-NEW/07_13_11_M.E.B.A._Pres_Jewell_Testimony_Before_House_Coast_Guard.pdf. To view the hearing and read the testimony of all of the witnesses visit <http://transportation.house.gov/hearings/hearingdetail.aspx?NewsID=1334>.

M.E.B.A. Organizes HR 1533 Briefing For Congress

On July 11th, The M.E.B.A. legislative and political department organized an informational briefing on HR 1533, the Short Sea Shipping Act, for Members of Congress and their staffs. The M.E.B.A. assembled an expert panel of industry



Left to right Michael Goehring, Cardiac Science Representative and Robert Barley MEBA Vessel Master.



Left to right Rob Barley M.E.B.A. Vessel Master, Jim Swindler Golden Gate Ferry Deputy General Manager Ferry Division, Rick Fiero M.E.B.A. Vessel Master, Dennis Mulligan Golden Gate Ferry General Manager James Eddie, and First Vice President - Board of Directors Golden Gate Ferry at an awards ceremony for members Fiero and Barley.

representatives with extensive knowledge of the issue including Jim Patti, President of the Maritime Institute for Research and Industrial Development; Steve Fisher, Executive Director of the American Great Lakes Ports Association; David Gutheil, Vice President and CEO of the Cleveland-Cuyahoga County Port Authority; as well as the M.E.B.A.'s Ryan Lehman, Deputy Legislative and Political Director, and Bill Doyle, M.E.B.A. Chief of Staff. The briefing's topics ranged from the technical aspects of the bill to the kind of job growth and industry development that passage of HR 1533 could spur. The briefing was extremely successful with a high level of attendance including with attendees from a wide range of states including New York, New Jersey, California, Pennsylvania, Ohio, Georgia, Michigan, Rhode Island, Indiana, Wisconsin, Massachusetts and Louisiana. The event generated a great deal of interest among the attendees.

The bill would exempt from the Harbor Maintenance Tax commercial cargo that is loaded at a port in the United States mainland and unloaded at another port in the United States mainland after transport solely by coastal or river route or unloaded at a port in Canada located in the Great Lakes/St. Lawrence Seaway System. The bill enjoys bipartisan support including

Rep. Kathy Castor (FL) and Rep. Peter King (NY). With the recent addition of several new cosponsors including the Chairman of the Coast Guard & Maritime Transportation Subcommittee, Rep. LoBiondo (NJ), as well as the Chairman of the entire Transportation and Infrastructure Committee, Rep. Mica (FL), the bill has really begun to pick up steam.

M.E.B.A. Golden Gate Ferry Masters Named Employees Of The Month

In July, after reviewing nominations submitted by District employees, the Golden Gate Bridge, Highway and Transportation District Employee of the Month Committee selected: Rick Fiero, Vessel Master in Charge, Robert Barley, Vessel Master, in the Ferry Transit Division, as the Employees of the Month for July 2011.

During a medical emergency onboard the *MV DEL NORTE* on May 16, 2011, a radio call to the wheelhouse reported an ill passenger onboard. Vessel Master Robert Barley was asked to bring the Automated External Defibrillator (AED) device to assist the passenger. Barley used the AED machine immediately upon assessing the situation. He was unable to find a pulse

and along with another ferry passenger, began administering CPR. The crew continued to man the vessel to return to San Francisco to meet the paramedics and San Francisco Fire Department.

The crew's efforts were successful in reviving the passenger, and allowed the paramedics to take over and transport the passenger to San Francisco General Hospital.

In June 1993, Rick Fiero started working for the District as a Casual Vessel Master and later promoted to regular status in August 1998. Robert Barley started working for the District in February 2006 as a Casual Vessel Master and remains in a casual status.

At the Board of Directors Meeting on July 8, Barley was presented an official award by a representative from Cardiac Science for his quick actions to utilize the Automated External Defibrillator (AED) in the saving of a life while aboard the *MV DEL NORTE*. Congratulations on a job well done!

M.E.B.A. And AMC Meet With DOT Secretary LaHood

M.E.B.A. President, Mike Jewell and AMC staff was invited to attend the cargo preference EX-IM Bank/USA

Maritime Coalition meeting with Department of Transportation Security Ray LaHood. Limited guests were invited, including David T. Matsuda, Maritime Administrator and Fred Hochberg, EX-IM Bank chairman.

The meeting gave the M.E.B.A. and AMC a chance to discuss US Flag Cargo Preference issues with relationship to EX-IM Bank cargo financing.

M.E.B.A. Meets With Representatives Thompson And Cummings

M.E.B.A. hosted receptions for Rep. Bernie Thompson (MS) and Elijah Cummings (MD) in mid-July. This allowed M.E.B.A. staff to speak with these members about important maritime labor industry issues.

Rep. Thompson sits on the Homeland Security Committee. He began the meeting by reinforcing his support for the maritime industry. Thompson promised to help with issues concerning TWIC card requirements and renewals, and stressed that he would remain a champion for labor, and would do his best to protect the rights of unions and their members. He also mentioned that he would continue to support the Jones Act, and would hold the government accountable for uploading proper procedure when it comes to granting any waivers.

Rep. Cummings serves as the Ranking Member of the Committee on Oversight and Government Reform, and sits on the Transportation and Infrastructure Committee, serving on both the Subcommittee on Coast Guard and Maritime Transport and the Subcommittee on Highways and Transit. Cummings vowed to do whatever it takes to support the maritime industry with particular regard to the Jones Act.

APL KOREA Receives Award

The Japan Federation of Pilots' Association has awarded the **APL KOREA** as a "Best Quality Ship 2010." The Federation conducted a survey of all vessels that called into port for the period of September to October 2010. It reviewed standards including the pilot ladder meeting SOLAS regulation, proper functioning of navigation and thruster equipment, and

review of officer and crew operations. The **APL KOREA** was one of seven ships to receive an award. Congrats to the crew on a job well done!

USCG Cancels Policy Letters For "Hausepipe" Training

The US Coast Guard announced via Policy Letter 11-07 changes to its policy concerning qualification for a STCW endorsement as Officer in Charge of a Navigational Watch (OICNW) for Hausepipe candidates. The policy can be found in National Maritime Center (NMC) Policy Letters 01-02 and 16-02.

Title 46 Code of Federal Regulations (CFR) section 11.903(c) establishes that applicants for certain officer endorsements on a merchant mariner credential (MMC) must comply with competency standards set forth in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). Currently, National Maritime Center policy letters 01-02 and 16-02 discuss methods for mariners to demonstrate their compliance with those standards, and thus qualify for an STCW endorsement for Officer in Charge of a Navigational Watch (OICNW).

The Coast Guard plans to amend the policy for qualifying for an OICNW endorsement. Most notably, the amendment addresses alternatives to formal training for demonstrating competence rather than relying solely on completion of formal training. The amended policy is in the docket. This policy will cancel NMC Policy Letter 01-02 and 16-02.

If you have questions about this notice, call or e-mail Luke B. Harden, Mariner Credentialing Program Policy Division (CG-5434), US Coast Guard; telephone 202-372-1206, e-mail Luke.B.Harden@uscg.mil. If you have questions on viewing material in the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

New York Maritime Ranks In Top Schools For Grads Making Money

The State University of New York Maritime College is ranked in the top 20 best colleges in salary for new graduates

according to a PayScale, Inc., a global compensation data house, report.

Additional schools on the list include Ivy League institutions such as Princeton, Harvard, MIT, and Stanford. New York Maritime ranks as 13th on the list. Median salary for recent graduates starts at \$57,300 and the mid-career median salary of \$109,000, ranks ahead of Cornell, Yale, Brown and Berkeley. In addition, New York Maritime is first among public universities and is fifth in engineering schools.

New York Maritime Appoints RADM Wendi Carpenter As President

The State University of New York Board of Trustees appointed Rear Admiral Wendi Carpenter, USN, president of New York Maritime College. Admiral Carpenter is currently serving as the Commander of the Navy's Warfare Development Command. The SUNY Board of Trustees voted on her appointment at a special meeting held on Thursday, June 30, 2011. Rear Admiral Carpenter is the first woman to serve as president of SUNY Maritime College.

Carpenter was among the first women to be designated as a naval aviator. Graduating from flight school at the top of her class, she was selected for immediate duty as the first selectively retained graduate instructor pilot in the T-44 advanced multi-engine pipeline. In 2005, she became the Navy's first woman aviator promoted to the rank of admiral.

Outgoing Maritime President Admiral John Craine said, "It has been an honor serving The State University of New York and Maritime College, and I am delighted to be turning over leadership to Admiral Wendi Carpenter. I have the utmost confidence that she will thrive as president and truly support and encourage the outstanding work of the students, faculty, and staff of this wonderful institution."

Carpenter is the daughter of an Air Force veteran of WWII, Korea, and Vietnam. She holds a B.S. psychology from the University of Georgia, and a M.A. in international relations from Salve Regina University. Carpenter has held a total of five commands at the commander, captain, and flag level in the areas of



logistics, training, and aviation in fleet, joint, and coalition operations. She has also completed numerous fleet and shore staff assignments, and is a distinguished graduate of the Naval War College.

M.E.B.A. AMHS Members Assist In Rescue

In June, M.E.B.A. members aboard the Alaska Marine Highway System's (AMHS) **M/V MALASPINA** assisted in a rescue of an injured hiker near Skagway, AK.

The **M/V MALASPINA** was one mile south of the Skagway harbor near the eastern shoreline of Taiya Inlet when crew on the vessel heard cries for help. The deck crew and passengers then began scanning the shoreline searching for the party in distress. Joey Nowiki, 33, was spotted, taken aboard the vessel, and transported to EMS personal who took him to Skagway's Dahl Memorial Clinic.

Nowiki was hiking along Sturgill's Landing Trail when he fell down a cliff, landed in the water, swam to the shore where he able to pull himself onto the rocks. He was released from the clinic with non-life threatening injuries, according to *juneauempire.com*.

"Our members manned the engine room to provide all necessary support needed. They all worked together as a team. The AMHS is manned by experienced and well trained officers who often meet and exceed all requirements," said M.E.B.A. Seattle Branch Agent Dave Nashif. "During the incident the engine room was notified and senior engineering staff was on hand to assist with any and all propulsion needed during this life saving rescue."

MEBA Meets With Vital Members of Congress

M.E.B.A. hosted receptions for Reps. Mazie Hirono (HI), Jon Runyan (NJ), and Michael Grimm (NY) in June. This allowed M.E.B.A. and AMC staff to speak with these members about important maritime industry and labor issues.

Rep. Hirono sits on the Education and the Workforce Committee, the Transportation and Infrastructure Committee, the Democratic Steering and Policy Committee, and the House Ethics Committee. She assured the maritime industry that she would continue to be a strong supporter and protector of the Jones Act. She also stressed that she would remain a Jones Act champion throughout her upcoming run for the Hawaiian US Senate seat in the next election, and would continue her support of the maritime industry if elected to the Senate.

Rep. Runyan, who is a member of the House Armed Services, Veterans Affairs and Natural Resources Committees, assured that he would continue to support the rights of union workers. He also promised to keep and support American jobs in general, and through protecting cargo preference.

Rep. Grimm serves on the Financial Services Committee. He promised to also support and champion for labor and union worker's right. Rep. Grimm promised to help ensure a strong Merchant Marine by pushing to keep and create American jobs through investing in US infrastructure. He was joined at his reception by Reps. Steven LaTourette (OH) and Frank LoBiondo (NY) who also promised to support pro-labor legislation.

US Commercial Ship Building: A Strategic National Asset White Paper

M.E.B.A. President Mike Jewell is pleased to announce a white paper released by M.E.B.A. and the AFL-CIO Metal Trades Department. The paper praises ship building as an important and vital national asset.

"The United States needs a fleet of modern coastal container and trailer ships and modern commercial shipyards that are up to the task. This new fleet is essential to the nation's economic security and viability. It will be one element of a strategy to address the nation's freight capacity requirements at a time of crisis in landside infrastructure funding. New ships will replace an

aging, inefficient Jones Act container fleet at a time when strict, new environmental standards are enforced for the North American Emissions Control Area. Construction of these vessels and their deployment along America's coastal corridors will create tens of thousands of new direct, indirect and induced jobs on the water, in the ports, and in our yards. We expect that a new fleet of American container feeder ships, servicing a vibrant US coastal marine highway, will join rail in offering competitive intermodal transportation services for domestic and import/export goods."

The white page can be viewed in its entirety at http://www.metaltrades.org/index.cfm?zone=/unionactive/view_article.cfm&HomeID=209195&page=Shipbuilding

Son of M.E.B.A. Member Receives Union Plus Scholarship

Union Plus has awarded \$150,000 in scholarships to 130 students representing 43 unions, including the child of a M.E.B.A. member, in the 2011 Union Plus Scholarship Program. Tyler Erickson of Williamsburg, VA, whose father Ronald Erickson is an M.E.B.A. member, has been awarded a \$1,000 scholarship.

Tyler believes his father has one of the toughest jobs in the world. He is grateful to M.E.B.A. and the other unions in America for helping create safer working conditions so that tough jobs aren't so dangerous. Tyler is studying mechanical engineering and aspires to work in the automotive industry creating safer, more fuel-efficient cars.

M.E.B.A. Participates IN MARAD Virtual Activation

In June, the Maritime Administration (MARAD) conducted a virtual drill for an activation of the MARAD fleet. While the activation was only an exercise/drill, the M.E.B.A. and its members took the activation very seriously. Some ships were even able to be fully crewed within two to three hours. Congratulations to all members,



officials, and staff who participated to make this a successful activation!

M.E.B.A. and Labor Testify At House Hearing

The House Subcommittee on Coast Guard and Maritime Transportation held a hearing on June 14th to review ways in which the United States could enhance the Marine Transportation System (MTS) and stimulate job growth within the US maritime industry. The panel testifying before the committee included MARAD Administrator David Matsuda, Joseph Cox of the Chamber of Shipping of America, Michael Roberts of Crowley Maritime Corporation, Augie Tellez of Seafarers International Union, and John Mohr of the Port of Everett, WA.

Tellez represented the SIU, M.E.B.A., AMO and MM&P; he expressed labor's support for the National Export Initiative, but warned that doubling exports could not be accomplished without the inclusion of a strong American maritime industry. "We must ensure that our ports and infrastructure can handle the additional capacity needed to meet these goals. We must defend programs that support the merchant marine like the Jones Act, the Maritime Security Program and Cargo Preference," said Tellez. "We must innovate and expand our capacity by redeveloping our coastwise trade through America's Marine Highways program. And we must reform the Harbor Maintenance Tax, expand the Tonnage Tax, and create a national regulatory regime for vessel discharges. Only by supporting our existing programs, reducing the regulatory burden on the industry and seeking opportunities to expand the industry will we be able to create jobs and increase US exports." To read his testimony visit <http://republicans.transportation.house.gov/Media/file/TestimonyCGMT/2011-06-14%20Tellez.pdf>.

M.E.B.A. President Mike Jewell also submitted written testimony on behalf of M.E.B.A. to supplement the joint testimony of the labor unions. Jewell focused on the issue of the US exporting domestically produced natural gas and national safety. "The US maritime sector, specifically US citizens staffing liquefied

natural gas (LNG) vessels, must play a role," stated Jewell. "Osama bin Laden's personal files that were recovered after the US Navy Seals killed him in Pakistan early this year, reveal that al-Qaida intended to hijack oil tankers and blow them up in US waters in the summer of 2010 -- creating explosions that Osama bin Laden hoped would rattle the world's economy and send oil prices skyrocketing."

On May 20, 2011, the United States Department of Energy granted Cheniere Energy Partners subsidiary Sabine Pass Liquefaction LLC permission to export natural gas from its Sabine Pass LNG terminal in Cameron Parish, La., to any country not prohibited by U.S. law -- the first such authorization granted in more than 40 years. The approval is subject to the Federal Energy Regulatory Commission (FERC) giving authorization to build the export plant. FERC is currently conducting an environmental assessment of the project. To see President Jewell's testimony visit http://mebaunion.org/WHATS-NEW/06-15-11_MEBA_Pres_Jewell_Written_Testimony.pdf.

Other witnesses addressed issues standing in the way of growth within the US shipping industry, including the Harbor Maintenance Tax, insufficient dredging of ports and over burdensome regulations imposed upon the industry. Rep. Frank LoBiondo, Chairman of the subcommittee, noted "Ongoing maintenance and improvements to the MTS is essential to any effort to create jobs and expand exports."

New M.E.B.A. P.O.I.D. Representative and Office

M.E.B.A. welcomes April Fleischer as the new Professional, Office and Industrial Division (P.O.I.D.) representative. April has 22 years of experience with American President Lines; throughout which she was a constant supporter and member of M.E.B.A. P.O.I.D. April has served twice as a P.O.I.D. delegate. She has worked in multiple areas during her time with APL, including documentation, customer service, equipment, export cargo management, and chassis leasing. During her 22 years she worked through six contracts. In 2008, she helped prepare the P.O.I.D. contract while also sitting as

a member of M.E.B.A. at the negotiation table.

April is looking forward to heading up preparations for the 2012 contract, as well as handling contract questions, resolving issues, communicating and participating actively with P.O.I.D. members around the country.

P.O.I.D.'s new office is located in Englewood, Colorado in the Inverness Business Park, just outside of Denver. One hundred and sixty P.O.I.D. members are located at the APL office just a mile away. The address is 400 Inverness Parkway Suite 200, Englewood, CO 80112. The office number is 720-283-1568; April can also be reached by cell at 720-256-8136. Welcome aboard April!

More Ships at US Ports; Vessel Calls Up By 13 Percent In 2010

A report released in June by the US Maritime Administration shows more ships are stopping at US ports. The stops, or vessel calls, rebounded by 13 percent in 2010, after an eight percent decline in 2009. Oceangoing vessel calls reflect waterborne trade between the United States and countries around the world, and are a measure of import, export and domestic ocean shipments.

"Although challenges remain, this encouraging rebound in oceangoing vessels is a sign that President Obama's economic policies are working," said U.S. Transportation Secretary Ray LaHood. "We're committed to supporting policies that will build on this momentum so that the maritime industry will continue to grow and create American jobs."

The 2010 Vessel Calls Snapshot report contains data on calls by oceangoing vessels at U.S. ports. In 2010, 7,579 oceangoing vessels made 62,747 calls at U.S. ports. Of the 2010 calls,

- 35 percent were by tankers carrying oil and gas used to power our cars and heat our homes,
- 17 percent were by dry bulk vessels carrying iron, coal and grain for export,
- 9 percent were by roll-on roll-off vessels carrying vehicles for import and export, and



In addition, the report shows that tanker operators are replacing single-hull vessels with new, greener double-hull ships. In 2010, 97 percent of the tanker calls were by double-hull vessels, up from 78 percent five years earlier.

“As our economy recovers, maritime can play even more of a key role in the affordable, efficient and environmentally sustainable transportation of goods, both within our borders and across oceans,” said U.S. Maritime Administrator David Matsuda.

The Vessel Call Snapshot 2010 report is available online at http://www.marad.dot.gov/documents/Vessel_Calls_at_US_Ports_Snapshot.pdf.

The report summarizes and highlights vessel calls for U.S. ports by coast and vessel type, age, size, global vessel calls, and top 10 U.S. port calls.

Merchant Marine Reserve Program Becomes Strategic Sealift Officer Program

After extensive coordination with several Navy organizations and the U.S. Maritime Administration, the Deputy Chief of Naval Operations for Fleet Readiness and Logistics approved revisions to the latest CNO Instruction (OPNAVINST 1534.1D) transitioning the Merchant Marine Reserve (MMR) Program into the Strategic Sealift Officer Program (SSOP) on June 10.

The SSOP supports national defense sealift requirements and capabilities, which are executed by Military Sealift Command (MSC). The program provides the Navy with officers that possess sealift, maritime operations, and logistics subject matter expertise, and further hold U.S. Coast Guard credentials as merchant marine officers.

“These changes will help align and improve support to Military Sealift Command and numerous other Joint and Navy commands,” said Vice Adm. Bill Burke, Deputy CNO for Fleet Readiness and Logistics, who is the SSOP program sponsor. “This revision improves stewardship, integration, and opportunities for about 2,400 Navy Reserve officers.”

The SSOP, like the old MMR Program, will continue to provide the capability for emergency crewing of sealift ships and shoreside support to Navy commands that require unique maritime expertise. Further, this change provides opportunities for greater operational support to the Navy by expanding selected reserve (SELRES) billets and active duty recalls to SSOP officers.

Change in command at the USCG Academy

A woman took the helm of the US Coast Guard Academy on June 3rd when Rear Adm. Sandra Stosz relieved Rear Adm. J. Scott Burhoe as the 40th superintendent. This made Stosz the first woman to hold this position of any of the five service academies.

“While historically important, this assignment is really just part of a natural progression in an ongoing process of creating a service environment where our entire workforce can contribute their best and feel they have equal opportunity to do so,” said Stosz. “We’ll know the nation has succeeded in its efforts when there are no more firsts like this one and I am remembered as the 40th Superintendent of the Coast Guard Academy, not the first female Superintendent.”

Under the command of the previous superintendent, Rear Adm. J. Scott Burhoe, the school is ranked as a top college by the New England Association of Schools and Colleges and listed as the number one college in the northeast by U.S. News and World Report. The school had five Fulbright and three Truman scholars during his tenure.

“A diverse Coast Guard ensures we benefit from talents, abilities, ideas and viewpoints of a workforce drawn from the richness of American society; to best serve our country, we should be a reflection of it,” said Burhoe, who is scheduled to retire July 1.

Stosz takes over as the school continues to see an increase in minority admissions growing from 12 percent in 2008 to 24 percent in 2010. In her last assignment, Stosz was responsible for policy affecting the recruitment and training of more than 8,000 Coast Guard reserve members. She

also commanded the Coast Guard’s only recruit training center in Cape May, N.J., and was the first female commanding officer of a Coast Guard cutter on the Great Lakes, the Coast Guard Cutter Katmai Bay. Stosz is a 1982 graduate of the U.S. Coast Guard Academy.

M.E.B.A. Meets With Congressmen Higgins and Cummings

M.E.B.A. hosted a reception for Rep. Brian Higgins (NY). It allowed President Mike Jewell, Secretary-Treasurer Bill Van Loo, and M.E.B.A. and AMC staff to speak to him about important maritime industry and labor issues. Rep. Higgins sits on the House Committee on Homeland Security and the House Committee on Foreign Affairs. He promised to continue to support pro-maritime legislation. He also emphasized the importance of creating jobs and investing in infrastructure, especially in the maritime industry, in order to ensure national security and vitalize the economy.

The MEBA political team as well as the AMC also met with Congressman Elijah Cummings (MD). Rep. Cummings stressed that he has deep running labor roots and will always support organized labor and the maritime industry. As a result of the meeting, Rep. Cummings immediately signed on as a cosponsor to HR 1533, which provides exemption from the double taxation of the harbor maintenance tax. This legislation was introduced in April by Rep. Tiberi (OH), Rep. Higgins (NY), and Rep. LaTourette (OH), it will enhance the US marine highway system, create jobs, and improve the flow of commerce within the US. Rep. Cummings serves as the Ranking Member of the Committee on Oversight and Government Reform, a senior member on the Transportation and Infrastructure Committee, and serves on the Coast Guard and Maritime Transport and Highways and Transit Subcommittees.

Calhoon School Hosts Memorial Ceremony

This past Memorial Day the Calhoon School hosted the first Eastern Shore of Maryland memorial ceremony for the Shore’s Merchant Marines at the



Dedication of the M/V HON. JAMES L. OBERSTAR.

US Merchant Marine Memorial. The ceremony included the use of a federally authorized US Merchant Marine flag. The Honor Guard of the Vietnam Veterans of America, Easton Chapter 648, performed the memorial ceremony.

Porcari Writes Letter to M.E.B.A.

John D. Porcari, US Deputy Secretary of Transportation responded to a letter written by M.E.B.A. President Mike Jewell and other maritime union leaders concerning support for the maritime industry and its labor unions.

Porcari stressed that the Department of Transportation will “advocate for and support a world-class Marine Transportation System.” He highlighted the importance of the Maritime Security Program (MSP), cargo preference, and coastwise tradelaws and programs. Porcari assured M.E.B.A. that the Department will support the industry on these issues and will work to create future opportunities for “domestic waterborne services” through the America’s Marine Highway program.

The letter from Porcari is available for members to read and can be found on the M.E.B.A. website under the “What’s New” section.

M.E.B.A. Meets With Reps Bishop & King and Senator Ayotte

M.E.B.A. hosted receptions for Rep. Tim Bishop (NY), Senator Kelly Ayotte (NH), and Rep. Peter King (NY) in May. This

allowed Secretary-Treasurer Bill Van Loo, along with M.E.B.A. and AMC staff to discuss important maritime industry and labor related issues with key members on Capitol Hill. Rep. Bishop sits on the Transportation and Infrastructure Committee, Education and Labor Committee, and Budget Committee. He pledged his continued support for pro-maritime legislation to help keep US Flag shipping strong. Senator Ayotte serves on the Armed Services Committee, Budget Committee, Commerce Committee, and Small Business and Entrepreneurship Committee. She promised to educate herself on our issues as a newly elected official, and pledged to help to fight for the maritime industry on issues such as improvement to the Transportation Worker Identification Credential system, piracy, and cargo preference. Rep. King is the Chairman of the Homeland Security Committee and also serves on the Financial Services Committee and Permanent Select Committee on Intelligence. He promised to continue to support labor, and defend the Jones Act and the Maritime Security Program.

Interlake Steamship Co. Honors James L. Oberstar

The Interlake Steamship Company rechristened the M/V CHARLES M. BEEGHLY as the M/V HON. JAMES L. OBERSTAR on May 24th, in recognition of the Honorable James L. Oberstar, a retired United States Congressman from the State of Minnesota.

The M/V HON. JAMES L. OBERSTAR was given a fresh coat of ore-red paint and rechristened with a ceremony in Duluth

harbor. Jean Oberstar, wife of the former congressman, broke a champagne bottle on the bow. Oberstar himself joined her, along with James Barker, chairman of the Interlake Steamship Co., OBERSTAR Captain Joseph Ruch and OBERSTAR Chief Engineer Mark St. Pierre. About 300 guests were in attendance including M.E.B.A. officials and staff.

Oberstar was on Capitol Hill in the U.S. House of Representatives for almost half a century. He spent 11 years as a senior Congressional aide and 36 years as a member of Congress. Most recently he served as the chairman of the House Transportation and Infrastructure Committee; and earned a reputation as Congress’ primary expert on transportation issues. Oberstar lost his bid to win a 19th term in Congress last November.

The M/V HON. JAMES L. OBERSTAR is 806 feet long with a beam of 75 feet. It has a carrying capacity of 27,500 net tons (31,000 gross tons). It was built in 1958 at the American Shipbuilding Company in Toledo, Ohio. It was originally christened the STR. SHENAGO II.

Maritime Day honors US Merchant Marine

Every year National Maritime Day falls on May 22nd, this was declared by Congress in 1933. It was on that date in 1819 that the American steamship SAVANNAH left Savannah, Georgia, on what was the first transoceanic voyage under steam power.

The holiday serves to honor the American merchant marine civilians who have served the country since 1775, and

conducted the largest sealift in the world during World War II. In 1946, many Governors declared May 22 their State's Maritime Day in recognition of the role the U.S. Merchant Marine played in winning World War II. It also honors the maritime industry as a whole and the benefits maritime brings the country through transportation, the creation of jobs, and recreational opportunities.

This year National Maritime Day was celebrated on May 19th. The US Maritime Administration's Maritime Program was at the US Department of Transportation. The Maritime Day Luncheon, which is sponsored by the Kings Point Club and the Propeller Club of Washington, DC, was held at the Washington Navy Yard. The guest speaker USTRANSCOM Commander, General Duncan J. McNabb, praised the hard work that US civilian mariners have given to the Country. The Wreath Laying Ceremony was sponsored by Military Sealift Command (MSC), and occurred in the US Navy Museum Cold Gallery (Bldg. 70) at the Washington Navy Yard. Military Sealift Command Commander Rear Admiral Mark H. Buzby, USN was the guest speaker.

Maritime Administrator David Matsuda honored the memory of Richard Oliver Kelleher during the U.S. Department of Transportation's National Maritime Day observation on the 19th. Administrator Matsuda presented six posthumous awards to the family of Kelleher, whose death

at sea during World War II symbolized the sacrifices of all U.S. merchant mariners. Accepting the awards was Kelleher's brother, Herb Kelleher, founder of Southwest Airlines. Administrator Matsuda presented Kelleher with the Merchant Marine Emblem, Atlantic War Zone Medal, Mariner's Medal, Victory Medal, Honorable Service Button and Combat Bar with star. Richard Kelleher, a fireman-watertender, was just 19 years old when he died while serving onboard the tanker SS PATRICK J. HURLEY. The vessel was torpedoed on Sept. 12, 1942 by a German U-boat. Kelleher was one of 13 crew members lost along with the captain and four Navy men.

US Transportation Commander Gen. Duncan J. McNabb also honored US merchant mariners past and present during Military Sealift Command's annual National Maritime Day memorial service and wreath-laying ceremony at the historic Washington Navy Yard in Washington, D.C.

Several members of M.E.B.A. currently attending the Calhoun School, and staff from HQ and the AMC were present at the events.

On the 22nd, President Barack Obama made the annual proclamation to observe National Maritime Day. "In times of peace or war, the civilians serving in the United States Merchant Marine have helped keep our Nation safe and prosperous. We depend on these men and

women serving on our ships and tugs, in our ports and shipyards, close to home or far at sea, to connect businesses, service members, and citizens around the world. On National Maritime Day, we honor their invaluable contributions to America's economic strength and security," praised Obama.

By all available records, the U.S. Merchant Marine suffered the highest rate of casualties of any service in World War II with 1,554 ships sunk due to war conditions. Hundreds of other ships were damaged by torpedoes, shelling, bombs, kamikaze attacks and mines.

The Baltimore Port Alliance and USMMA Alumni Chesapeake Chapter also held a Maritime Day event aboard the **NS SAVANNAH**.

M.E.B.A. Assists With NLE

M.E.B.A. assisted the Department of Transportation (DOT) and other federal departments and agencies during the National Level Exercise 2011 (NLE 2011) that was conducted back in May. The exercise examined the federal government's ability to respond to the consequences of a catastrophic earthquake in the New Madrid Seismic Zone (NMSZ) affecting principally the states of Missouri, Arkansas, Illinois, Indiana, Ohio Tennessee, Kentucky, and Iowa. M.E.B.A. served as a contact in case of ship manning exercises. According to the FEMA web site "the purpose of the



M.E.B.A. Retiree Don Weaver, M.E.B.A. member Tom Fraczak, USTRANSCOM Commander General Duncan J. McNabb, M.E.B.A. member Craig Henriksen, and M.E.B.A. HQ Contracts staff and member Mark Gallagher honor the US Merchant Marine at the MARAD Maritime Day Program.



M.E.B.A. member Tom Fraczak, Military Sealift Command Commander Rear Admiral Mark H. Buzby and M.E.B.A. member Craig Henriksen at the Maritime Day Wreath Laying Ceremony

exercise is to prepare and coordinate a multiple-jurisdictional integrated response to a national catastrophic event.” The exercise simulated the nature of a major earthquake in the central United States region of the New Madrid Seismic Zone (NMSZ).

Notice To All Deck Officers

Deck officers working to upgrade their license to master or chief mate must complete the requirements of the Control Sheets contained in USCG Policy Letter 04-02. The following control sheets are currently not covered in the CMES courses and you **MUST** get these signed off while on the ship: M-1-2A, M-1-2B, M-1-2C, M-1-2D, M-1-2E, M-1-2F, M-1-3A, M-2-1B, M-6-3A, M-6-3B, and M-6-3C.

Copies of these control sheets may be obtained from the USCG website http://www.uscg.mil/nmc/policy_guidance_date.asp, Union Halls, or by emailing the school at info@mebaschool.org for a PDF copy.

USNS JOHN ERICSSON Crew Rescues Five Near Solomon Islands

Civil service mariners aboard Military Sealift Command fleet replenishment oiler **USNS JOHN ERICSSON** rescued five people lost at sea in a small boat near the Solomon Islands on May 18. While conducting routine operations in the Solomon Sea May 17, Ericsson received notification from the Maritime Rescue Coordination Centers in Australia and Papua New Guinea at about 11 p.m. to be on the lookout for a missing commercial vessel.

At about 8 a.m. local time the following morning, the crew spotted a small commercial vessel with five individuals aboard waving frantically. **ERICSSON**'s crew was also able to salvage the small boat by placing a large net underneath the vessel, lifting it out of the water using the ship's crane, and securing the boat to the side of the ship for transport. Ericsson then made the short transit to nearby Bougainville Island where the five commercial sailors, along with their vessel, were repatriated ashore.



Secretary-Treasurer Bill Van Loo and President Mike Jewell outside of M.E.B.A. HQ in front of a US Merchant Marine Stamp Banner the union created to promote and celebrate the release of the stamps.

ERICSSON is one of MSC's 15 fleet replenishment oilers that deliver aviation and diesel fuel to US Navy ships at sea. Ericsson was in the region supporting US Navy ships involved in Pacific Partnership 2011, a humanitarian and civic assistance mission in the South Pacific.

New MSC ship named for civil rights activist Cesar Chavez

Secretary of the Navy Ray Mabus announced the selection of the **USNS CESAR CHAVEZ** as the 14th Lewis and Clark class of dry cargo/ammunition ships. Cesar Chavez was a Mexican-American civil rights activist who served in the Navy from 1944-1946 after which he became a leader in the American Labor Movement. He was also a civil rights activist who co-founded the National Farm Workers Association, which later became the United Farm Workers.

Designated T-AKE 14, Cesar Chavez is being built by General Dynamics NASSCO shipyard in San Diego. Eleven of the T-AKEs are slated to serve as combat logistics force (CLF) ships, and three are slated to be part of the maritime prepositioning force (MPF). Cesar Chavez will serve the CLF missions, helping the Navy maintain a worldwide forward

presence by delivering ammunition, food, fuel and other dry cargo to US and allied ships at sea.

CESAR CHAVEZ will be designated as a United States Naval Ship (USNS), and operated by the Navy's Military Sealift Command with a crew of civil service mariners (129 in CLF mode, 75 in MPF mode). For CLF missions, the T-AKEs' crews include a small detachment of sailors. Like her sister dry cargo/ammunition ships, T-AKE 14 is designed to operate independently for extended periods at sea and can carry two helicopters and their crews. The ship is 689 feet in length, has a waterline beam of 105 feet, displaces approximately 41,000 tons, and is capable of reaching a speed of 20 knots.

House Voted to Remove Second TWIC Trip

On June 1st the US House of Representatives voted to prohibit federal funds from being used to make applicants appear in person to get a Transportation Worker Identification Credential (TWIC) card issued, renewed or activated.

The vote was on an amendment created by Rep. Steve Scalise (LA) on the Homeland Security Appropriations bill. It is now

up to the joint House-Senate conference committee to retain the amendment when the two versions of the Homeland Security bill are reconciled.

The TWIC card, unlike other forms of identification like passports and merchant mariner credentials, must be picked up in person. If this amendment passes, the need for that second trip to a TWIC enrollment center would be eliminated.

GAO releases caustic report on TWIC

The U.S. Government Accountability Office (GAO) released a scathing report back in May that exposes serious security weaknesses and years-long delays in a program to fully implement a Transportation Worker Identification Credential (TWIC). TWIC is intended to protect the nation's port and maritime transportation systems.

US Rep. John L. Mica (FL), the Chairman of the US House Committee on Transportation and Infrastructure and a requestor of the report, testified at a Senate Commerce, Science, and Transportation Committee hearing this week when the GAO report was released.

The TWIC for maritime industry workers was mandated in the Maritime Transportation Security Act of 2002 (MTSA). After numerous delays, the Transportation Security Administration (TSA) started issuing TWICs in 2007, but the agency has yet to approve a technology to read the biometrically enabled credentials.

"Nearly half-a-billion dollars has been spent since TSA was directed to issue biometric security cards to transportation workers," said Mica, who was chairman of the House Aviation Subcommittee in 2001 when the 9/11 terrorists attacks occurred, and is one of the authors of the legislation that created the TSA. "Yet today, ten years later and with no approved biometric reader, TWICs are at best no more useful than library cards," Mica said.

According to the released report, GAO was able to obtain authentic TWICs using fraudulent identification documentation and gain access to ports using counterfeit TWICs. GAO also found that, among



MSC Meets with M.E.B.A. for CMPI (Civilian Mariner Personnel Instruction) 610 (Hours of Work and Premium Pay) negotiations. Pictured from left to right is Mark Gallagher M.E.B.A. member and Contracts staff, M.E.B.A. MSC purser David Guilbert, Renee Desrosiers –MSC 610 Lead Negotiator, Andrew Lefebvre –MSC HR, Kathleen Giacolone –MSFSC, David Townsend –MSC Legal, Peter Schuffels M.E.B.A. Government Fleet and Norfolk Representative, David Gommo-MSC Captain, James Sullivan "Sully"- MEBA MSC Chief Engineer, and M.E.B.A. MSC purser Wendy Richard.

other things, TSA is unable to confirm that TWIC holders maintain their eligibility throughout the life of their TWIC.

Mica continued, "Even more troubling, GAO found that in some cases a TWIC can be fraudulently obtained, becoming a permanent biometric key that unlocks our nation's ports and facilities for any individual with the intent and desire to do us harm."

According to TSA, \$420 million in funding has been provided for the TWIC Program, 1.86 million people have enrolled, and 1.72 million cards have been activated. In 2007, the Department of Homeland Security (DHS) estimated that the combined cost to the federal government and the private sector may reach \$3.2 billion over a ten-year period – not taking into account the full cost of implementing and operating readers.

Despite these significant costs, GAO reports that the TWIC program was poorly tested and evaluated before deployment began. According to the GAO, "DHS has not assessed the effectiveness of TWIC at enhancing security or reducing risk for MTSA-regulated facilities and vessels. Further, DHS has not demonstrated that TWIC, as currently implemented and planned with card readers, is more effective than prior approaches used to limit access to ports and facilities, such as using facility-specific identity credentials with business cases."

In fact, the only port that GAO investigators were not able to gain access to using fraudulent means was the port that still required port-specific identification for admittance to secure areas.

"The root of this problem is evidenced in many other TSA programs as well," Mica said. "This agency still does not conduct risk assessments and cost-benefit analyses of its security programs."

Last year, GAO found that TSA's Screening People by Observation Techniques Program (SPOT) for aviation security will require \$1.2 billion over the next five years, but TSA has yet to validate the underlying methodology of the program or to conduct a cost-benefit analysis.

GAO also reported in 2010 that TSA has not conducted comprehensive risk assessments across the surface transportation sector. This lack of analysis results in ill-informed resource allocations and calls into question whether the highest risk targets are being secured.

"TSA is not the only agency that has struggled to develop a biometric credential for transportation workers," Mica said. "The Federal Aviation Administration has yet to produce a pilot's license that includes biometric identifiers, or even photos of the pilots holding the licenses. The only pilots currently pictured on FAA licenses are Wilbur and Orville Wright."

Mica stated that biometric capabilities, properly implemented, are essential for



The M.E.B.A. and AMC helped to make the 2011 sail in a success with the help of the industry and M.E.B.A. members, staff, and retirees such as member Tom Dewhirst, retiree Don Weaver, former M.E.B.A. President Larry O'Toole, Vice-President Dave Nolan, HQ contracts staff Mark Gallagher, and AMC President Lee Kincaid.

improved transportation security. However, biometrically enabled credentials will be expensive failures without effective program management.

SALISH begins FERRY SERVICE

The 64-car ferry **SALISH** started service on the Port Townsend/Coupeville route on July 1st. The route will have two-boat service until Oct. 10.

The Washington State Department of Transportation Ferries Division (WSF) is starting to take reservations for the Salish, email alerts and notices on the WSF website will inform customers about reservation availability. Reservation can also be made by booking online or calling 511, 30 days in advance of the desired sailing time

The newest vessel to be added to the Washington State Department of Transportation's (WSDOT) fleet of ferries was delivered the second week

of May. The 64-car ferry, **SALISH**, will restore two-boat service to the Port Townsend/Coupeville route in July.

Notice For Mariners Needing To Renew Their Documents

Mariners are no longer required to visit a Coast Guard REC in person. You can submit applications by email, fax, or snail mail. Instructions for submitting an application by these means and checklists are available on the USCG NMC website at www.uscg.mil/nmc.

As a reminder, a "long form" of the drug screening is required when turning in documents to the Coast Guard. The halls have a "Request for Long Form Drug Test" for submitting to the MRO for any M.E.B.A. Plans drug screen that has been taken. The MRO can then issue the long form directly to the REC and/or to the mariner as directed on the request form.

M.E.B.A. Helped To Make 2nd Congressional Sail In A Success

On Wednesday May 4th, over 185 participants from all facets of the maritime industry descended upon Washington, D.C. for the second-annual "Congressional Sail-In". The event gave maritime professionals the chance to educate members of Congress and their Congressional staff about the Jones Act, Maritime Security Program, Food Aid, the Harbor Maintenance tax, and short sea shipping initiatives. In total, 161 meetings were held.

This was extremely important this year as the industry lost many important Congressional maritime champions due to the last election cycle. The Sail-In allowed new relationships to be created with Congressional figures who had only a moderate awareness of maritime issues. It also gave the industry a chance to reinforce the friendships with

lawmakers who already have an astute understanding of our issues and support US flag shipping.

Rank and file members and staff of the M.E.B.A. pounded the pavement on Capitol Hill during the event. They were able to stress the benefits and importance of a strong U.S. maritime industry by discussing the significance of American flag shipping to the security of our ports and waterways and our national economy.

M.E.B.A. had the largest group in attendance at the event, and is very thankful to all the members who offered their time and energy to help us carry our message to Washington. M.E.B.A. and the AMC also provided merchant marine

flag pins to all attendees and the members of Congress that participated in the Sail-In.

John L. Mica, Chairman of the House Transportation and Infrastructure Committee, started off the day by addressing the participants at a breakfast in the Rayburn House Office Building.

The Sail-In was widely supported by the American maritime industry. "We had folks from 22 states, 52 congressional districts, 38 companies, 11 unions and labor organizations, and 10 related associations," reported VADM Albert J. Herberger, a former Maritime Administrator. "That's a powerful message for Congress," he added.

The Sail-In was organized by the U.S. Maritime Coalition, a volunteer committee of representatives from the U.S. maritime industry representing the U.S.-flagged merchant fleet, maritime labor unions and other maritime companies serving America. Both the M.E.B.A. and AMC belong to the Coalition.

LoBiondo Receives 2011 "Salute To Congress" Award

On May 3, Congressman Frank A. LoBiondo (NY) was awarded the International Propeller Club of the United States' "Salute to Congress Award" for 2011. The award was presented at the annual Salute to Congress Dinner, and is



Faces around the Fleet



Steve Smith, former Houston branch agent, heading up the retirees' team.



M.E.B.A. retirees (from left to right) Doug Bull, Steve Smith, and Andy Lopez relaxing at the HC AFL-CIO cook-off.



The cook off brought together many former M.E.B.A. officials, pictures are former Houston branch agents Scott Liebling and Steve Smith with Houston Branch Agent Dana Woodruff.



Houston patrolman Mike Dunklin arrives at the cook-off on his Harley.



Rudy Mack COO of American Feeder Lines with M.E.B.A. President Mike Jewell, and Congressman Frank A. LoBiondo at the "Salute to Congress".



At the "Salute to Congress" were M.E.B.A. Secretary-Treasurer Bill Van Loo, former Maritime Administer and current Virginia Secretary of Transportation Sean Connaughton, former Maritime Administer and President of International Trade & Transportation Capt. William Schubert, former Maritime Administer Adm. Albert Herberger, former Maritime Administer John Gaughan, and M.E.B.A. President Mike Jewell.



M.E.B.A. President Mike Jewell speaks with Sen. David Vitter (LA) at the 2011 "Salute to Congress".

given every year to a member of Congress who has demonstrated constant support for the United States-Flag Merchant Marine and the American maritime industry.

At the dinner M.E.B.A. and AMC officials and staff were able to network with Government and industry professionals. Both organizations were honored to have four former Maritime Administrators as guests at the dinner; they included John Gaughan, Adm. Albert Herberger, Sean Connaughton Virginia Secretary of Transportation, and Capt. William Schubert president of International Trade & Transportation. Among other distinguished guests were former M.E.B.A. President Larry O'Toole, Louis Cavaliere General Manager of government contracts for

Keystone Shipping, Rudy Mack COO of American Feeder Lines, and Lee Secham of American Maritime Safety, Inc.

Bin Laden Documents Suggest Al Qaeda Attack On Oil Tankers

According to US officials, files taken during the raid on Osama bin Laden's compound prove that Al Qaeda considered attacking oil tanker vessels and commercial marine infrastructure at sea. The goal would have been to drive up the price of oil and hurt America's economy.

The documents don't show any evidence of an imminent attack, and it is unclear if anymore planning has been conducted on this front by the terrorist organization since last year, according to Matt Chandler, spokesman for the Department

of Homeland Security. However the FBI and Homeland Security officials issued alerts last week to both law enforcement and the energy industry. Chandler also said the nation should be alert and encourage "random screening, personnel briefings describing possible threats, procedures for reporting suspicious activities and the need for vigilance." US officials state this information adds to previous intelligence of Al Qaeda's interest in targeting the oil and natural gas industries.

Aker Shipyard receives loan

The Aker Philadelphia Shipyard, the leading US Jones Act commercial shipyard, will receive an \$80 million loan from Caterpillar Financial Services (Cat Financial) to build two product tankers.

Cat Financial will fund up to \$40 million per ship for the construction through 2013 on two product tankers currently being built for the shipyard's own account.

Aker of Norway (which has a 71.2 percent stake in the shipyard) agreed in April to let the shipyard receive loans. Also in April the shipyard announced the news of successful labor agreements and ratified a new collective bargaining agreement with 11 yard unions.

Aker Shipyard Delivers OVERSEAS TAMPA

Aker Philadelphia Shipyard delivered the Overseas Tampa to American Shipping Company in early May. The ship, the twelfth Veteran Class MT-46 product tanker, is the sixteenth vessel built by the Pennsylvania shipyard. It is a 46,000 dwt vessel that will leave the yard shortly under Overseas Shipping Group's (OSG) operation to transport petroleum products.

The on schedule delivery marks the successful conclusion of a historic shipbuilding program that began in April 2005. The twelve ship program

was one of the largest commercial ship construction efforts since World War II and has helped to make the US Fleet more environmentally friendly with the vessel's double hull design and cleaner engines.

Aker Philadelphia Shipyard is building two more product tankers. The first vessel is under construction and production activities for the second tanker are scheduled to begin this summer. Both vessels are scheduled to be completed by the first quarter of 2013.

MSC Atlantic Changes Leadership

Military Sealift Command (MSC) Atlantic, the Norfolk, Va.,-based US Navy command responsible for MSC ships transporting equipment, fuel, supplies and ammunition in the Western Atlantic Ocean, changed command during a ceremony at Naval Station Norfolk in May.

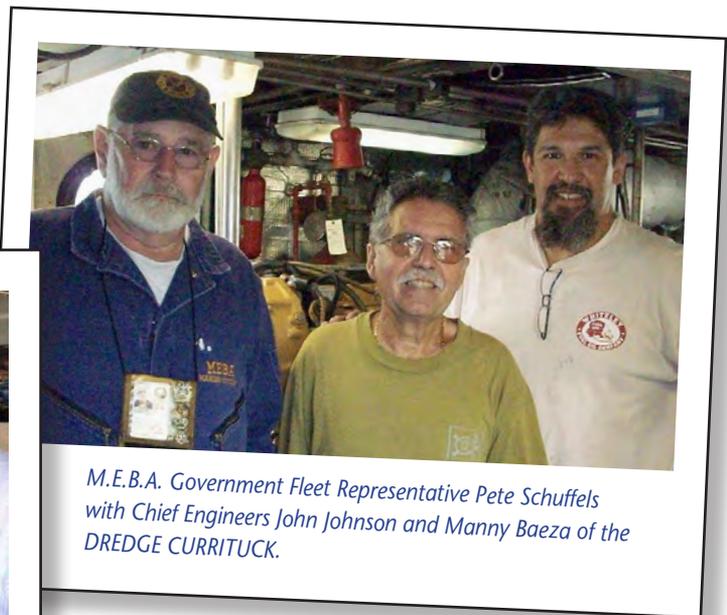
Capt. Samuel R. Norton assumed command of MSCLANT from outgoing commander Capt. Michael G. Graham. Norton last served as commander of amphibious assault ship **USS NASSAU**,

which he led on its final deployment prior to decommissioning earlier this year.

Capt. Norton's shore duty assignments include Afloat Training Group Norfolk's Gas Turbine Team Four, Amphibious Group Two's Training and Readiness Department, and U.S. Joint Forces Command's Resources and Process Improvement Branch.

Graham's next assignment is with the Naval Surface Force Atlantic as its chief of staff. The command, located at Naval Support Activity, Norfolk, was established in 1975 as the type commander for the cruiser/destroyer, amphibious and mine forces in the U.S. Atlantic Fleet.

MSCLANT is one of five worldwide operational commands that are part of the Navy's Military Sealift Command, headquartered in Washington, D.C. MSC operates approximately 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.





Faces around the Fleet



M.E.B.A. officials meeting with the crews from the Cape Ships in Charleston on the **CAPE EDMOND**.



NOLA Patrolman, Wilson Johns, out on the picket line in Louisiana.



Members in Beaumont protesting the Liberty Maritime lockout of the M.E.B.A. From left to right is Frank Koehler, Marco Rodriguez, James Lipinski, James Sutton, and Edward Gallagher.

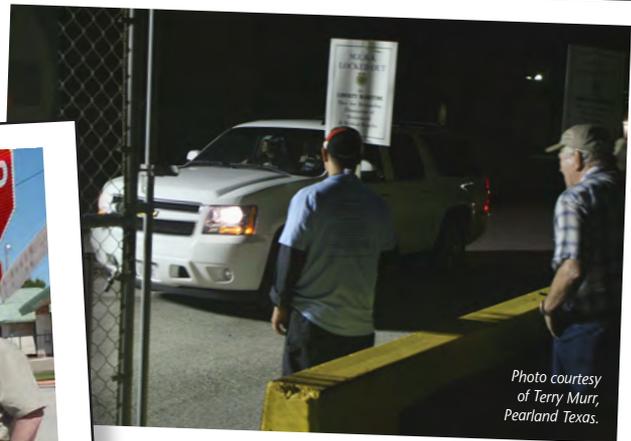


Photo courtesy of Terry Murr, Pearland Texas.

M.E.B.A. Members in Galveston watch as their picket line is crossed.



M.E.B.A. officials with the crews of Cape "R" Ships in Norfolk.



Recently let go from the **LIBERTY SPIRIT, 2A/E** Matt Desensants is happy to receive an M.E.B.A. coosie and Frisbee from New Orleans Patrolman Wilson Johns. From here he went on to serve Liberty on the picket line in Violet, LA.





Faces around the Fleet



Ed Gallagher, Houston Patrolman Mike Dunklin, Houston Dispatcher Erin Bertram, Frank Koehler, and Alden Bertrand came out to man the picket line against Liberty Maritime.



Picket line in Violet, LA.



Member Earl Lawrence protests Liberty's unfair actions in locking out the M.E.B.A.

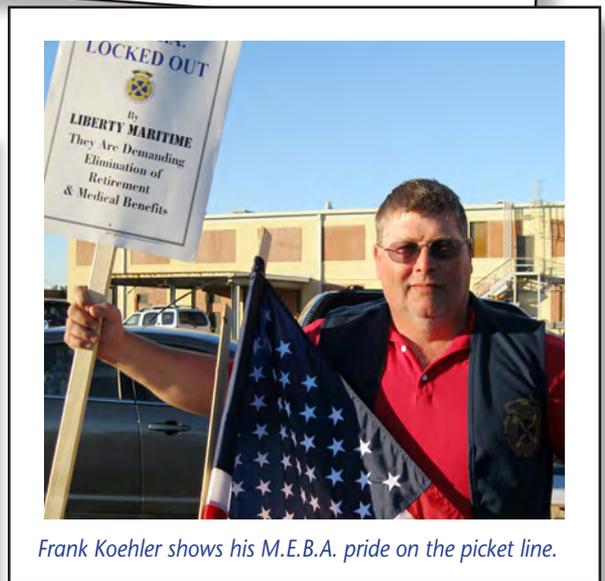


Trevor Oradesky

Houston Dispatcher Erin Bertram's sons came out to help support M.E.B.A. members on the picket line.



Alexander Bertram



Frank Koehler shows his M.E.B.A. pride on the picket line.

Know Your Halls



The old Norfolk Hall on 1058 W. 40th St. on the day it was demolished.



The last sign of the M.E.B.A. as the hall is torn down by Old Dominion University.

The M.E.B.A. Norfolk Hall was purchased on May 5, 2011. It is located at 2328 Springfield Ave. The old Norfolk hall at 1058 W. 40th St. was bought last year by Old Dominion University as part of their expansion program. The hall was demolished this summer by the university.

The Norfolk new hall was built in 1966 to serve the United Auto Workers (UAW) at the Ford Assembly Plant. It served as a union and meeting hall for the UAW and housed a cafeteria and dentist's office. The building is approximately 8000 square feet and contains multiple offices on each side of the facility. M.E.B.A. will use one side of the building to house the new hall, and plans to rent out the other side to bring in extra revenue.

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The end of the M.E.B.A. Hall on 1058 W. 40th St.



The last corner block of the old Norfolk Hall.

The builders' plaques of the original Norfolk Hall have been moved to the Calhoon School in Easton, MD. They were installed on the inside wall of the Luebbe Conference center to the right of the entrance. The plaque reads, verbatim: This plaque is placed here in appreciation of the work, effort & initiative displayed by the following brothers of the building committee

*R.L. MERRICK
E.L. STINSON*

*C. MCCLURKIN
D.L. FOULKE*

1954



The outside of the New Norfolk Hall at 2328 Springfield Ave

The lobby in the New Norfolk Hall.

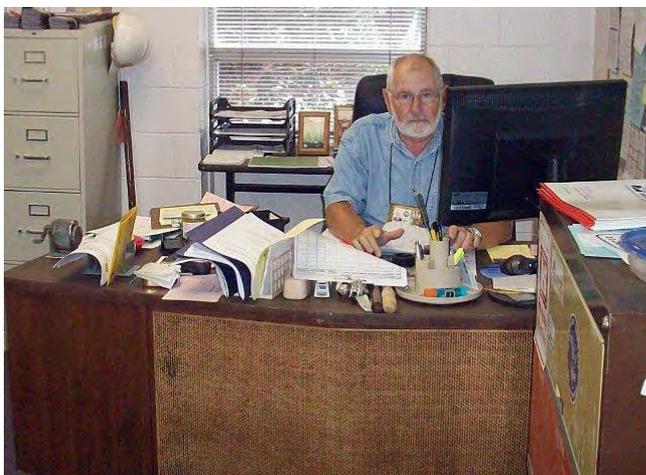
The condition of the hall was sold “as is” and thus so it needed some repairs. The week of May 16th with the help of Jeff Merrifield, Keith Jones and M.E.B.A. member Eric Ortwine the new hall was operational. M.E.B.A. completely vacated the 40th St. Hall on May 25, this was possible thanks to the hard work and many hours put in by M.E.B.A. members and staff. Most repairs needed for the new hall were completed by the end of May.

“The building is in good condition, has great landscaping, and is in a good physical location,” said Norfolk Rep. and Government Fleet Rep. Peter Schuffels. “It will be a great asset to the union.”



The entrance to the new Norfolk Hall.

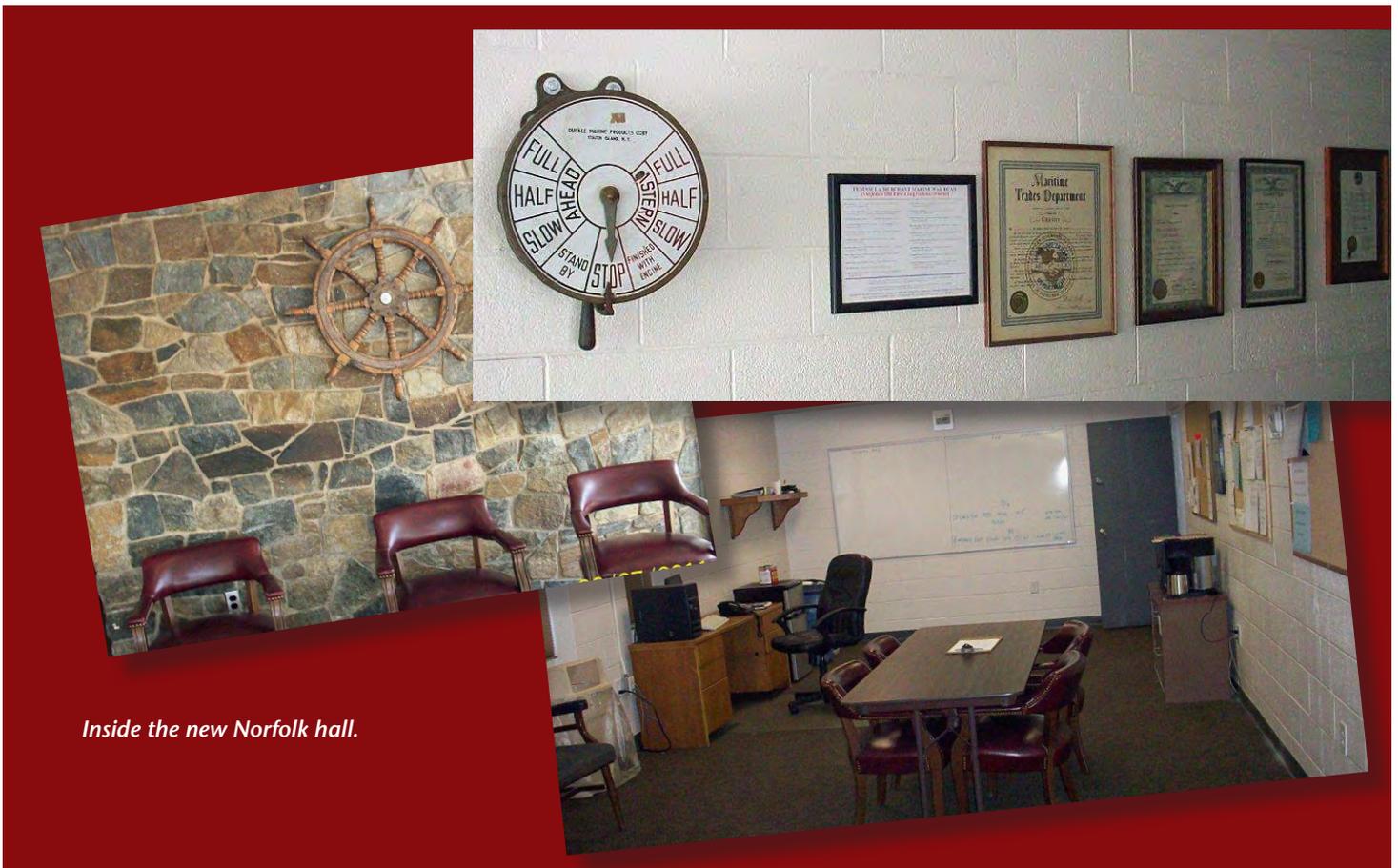
continued



Government Fleet and Norfolk Hall Representative Pete Schuffels hard at work behind his desk.



M.E.B.A. Dispatcher /Plans Rhonda Warman taking a break from work to smile and welcome members.



Inside the new Norfolk hall.

Know Your Halls continued from page 48

Three union employees staff the Hall. In December, President Jewell asked Tom Lilley to take over the Norfolk Hall until he appointed a new representative and to find a new location as the old hall was scheduled to be demolished. He became a temporary representative and “Project Manager” charged with finding M.E.B.A. Norfolk a new home. In April he evaluated 38 different buildings before finding the new location.

Later that month, Peter Schuffels, a retired MSC C/E and friend of Lilley’s, was hired to take over as Government Fleet and Norfolk Representative. Lilley stayed on staff to continue with the building search and, to help Schuffels come up to speed with both positions and to assist in the move to the new building. Lilley will be retiring on December 31 of this year.

Rhonda Warman, who previously was just employed by M.E.B.A. Plans was promoted to Plans/Dispatcher to help Schuffels run the hall and job call.



Seen here in front of the new Hall are Assistant Norfolk Representative Tom Lilley, M.E.B.A. Dispatcher /Plans Rhonda Warman and Government Fleet and Norfolk Hall Representative Pete Schuffels.

Calhoun School



The one-week Fast Rescue Boat class trains members in basic high and low speed operations, water victim recovery and transport, open water search patterns, launch and recovery, and engine familiarization and troubleshooting. Members in the May 20th graduating class were (left to right) Jack Menendez (Instructor), Tom Clarke, Rich Herring, Steve Wigley (Instructor), Dan Campbell, Jim Myers, Jr., and Bill Harrison.



Government Vessel Operations is a one-week course for both deck and engineering officers who to apply for positions on government owned contract-operated Military Sealift Command (MSC) vessels. The May 27th graduating class included (left to right) Rick Simonson (Instructor), Edward Harvey, Leopold Dawson, Dan Scrivanich, Doug Puritis, Dan Campbell, and Joe Skatoff.



The one-week Hazardous Materials Technician class gives members the skills needed to manage shipboard incidents where hazardous materials are involved and teaches them to respond to, operate, and manage the incident. Members in the June 17th graduating class were (left to right) Daisuke Omi-Freeman, Rick Simonson (Instructor), Phil Sistrunk, Colin Gold, Matt Ingerson, Harry Thompson, Tim Groth, Pat Singleton, and Dan Tuel (Instructor).



Programmable Logic Controllers (PLCs) class is a two-week upper-level course that covers PLCs and their application to both marine and industrial controls. The June 24th graduating class included (left to right): Sean Wall, Rick Fullwood (Instructor), Grant Begley, John Collins, Janine Wachter, Sylvan Haas, and Rich Seal.



Electrical Troubleshooting is a two-week course that focuses on efficient maintenance and repair of electric motor starters, commercial lighting equipment, industrial controls, and sound-powered telephones. Members of the June 24th graduating class were (front, sitting) Ron Fedorczak (Instructor); (left to right) Jorge Fernandez, Paul Morrow, Vu Duc Tran, Andrew Stamm, James Suhecki, and Stephanie Blummer.



Calhoun School

The Marine Electric Propulsion- High Voltage Safety course is made up of two one-week courses that are typically taken together. Marine Electric Propulsion give students an introduction to the principles and technologies used in the design and operation of marine electric propulsion drives based on the synchro-converter topology. High Voltage Safety teaches members the skills to safely work with energized high-voltage high-energy electric power systems. The July 1st graduating class included (left to right) Tom Goodridge, Frank Wells, Nicholas Ridgway, Tru Sunderland (Instructor), Dave Hume, Pat Ryan, Tim Groth, Charles Jerrier, Jr., Maciej Szmytkowski, Kevin Moss, and Bill Radaskiewicz (Instructor).



The one-week Medical Care Provider class provides students with medical training so that they may respond to medical emergencies occurring on board and administer first aid. Members of the July 1st graduating class were (left to right) Ryan Wall, Eddie Washington, Justin Cochran, Tom Gabriel, Dana King, Phil Sistrunk, John Sullivan (Instructor), Kevin Thompson, Ruth Sullivan (Instructor), Efi Marine, and Nick Tapley.



The one-week Electronic Chart Display & Information Systems class gives members the skill to operate Electronic Chart Display and Information System, which uses electronic methods to display the charts in use aboard the vessel as well as providing navigational information useful to the mariner. Members of the July 15th graduating class were (left to right) Brandon Luffman, Duane Wiggin, Connie Prewitt, John Anthony, Tyler Young, Adam Lewis, Matthew Peters, Seth Miller, David Villar, Chantz McClain, Jeff Munday (Instructor), and Lance Wiser.



Advanced Watchkeeping arrangements and procedures is a one-week course that gives members knowledge and understanding of the International and Inland Rules of the Road, fundamental principles of organizing and managing a navigation bridge team and critical thinking for decision making. Members of the July 29th graduating class were (left to right) Jaquelyn Peterson, Robert Edelhauser, Spencer Snapp, Nathan McCrillis, Rob Gessner, and George Gruber (Instructor).



The Vessel Security Officer class covers security regulations, risk assessment and mitigation techniques, interfacing with port or company security officers and implementation of the Vessel's Security Plan. The August 5th graduating included (left to right) Jack Menendez (Instructor), Nathan McCrillis, Stanley Quinn, Spencer Snapp, Mark Bolster, Matt O'Sullivan, Matt Ingerson, Marlin Carpenter, Jaquelyn Peterson, Glenn Sharp, Gordon Marsh, and Dan Scrivanich.



Calhoun School



The six-week Diesel Engineering course is designed to give engineer fundamental working knowledge of the theory, construction, operation, and maintenance of main propulsion and auxiliary diesel engines, engine control systems, and related auxiliary equipment. The August 19th graduating class included (left to right) Dana Sweet (Instructor), Mike Bates (Instructor), Charles Kyle, Albert Coldsnow, Lorenzo Awa, Robert Streater, Richard Cruz, Matthew Benally, Shahid Amin, Jacob Zehrung, Joshua Cupp, Tru Sunderland (Instructor), and Jordan Lee.



Container Refrigeration is a two-week course that gives engineers a working knowledge of refrigeration systems with special emphasis on Thermo King and Carrier refrigerated container units. Members of the August 19th graduating class were (left to right) Darryl McCaslin (Instructor), Leo Williams, Stephen Miernicki, August Tabery, Sean McDermott, Gordon Marsh, Joshua Knowles, Krista Weaver, Francisco Soares, Marlin Carpenter, and Mike Fanning (Instructor).



The one-week Advanced Meteorology class fulfills all meteorology competency requirements defined in STCW Code A-II/2 for navigation at management level. The August 26th graduating class included (left to right) Dan Noonan (Instructor), Nathan McCrillis, Conrad Metzenberg, Doug Sier, and Mark Sayer.



Machine Shop is a four-week course that provides members with metalworking and machining skills needed for shipboard maintenance and repairs. The August 26th graduating class included (left to right) Mark Gimle, Robert Trifonoff, Mark Hanson, Rollin Moore, Tim Morton, Jonathan Norrix, Lyle Armacost, Joseph Gallucci, Timothy Raab, Robert McMurray, John Harrison, Rex Helms, Bryan Jennings (Instructor), and Aaron Schmidt (Instructor).



The one-week Advanced Stability class covers the effect of trim and stability of cargoes and cargo operations. The September 2nd graduating class included (left to right) Ted Schmidt (Instructor), Jeff Hauck, Scott Adler, Amanda Wallace, Nathan McCrillis, Doug Sier, and Dan Noonan (Instructor).



Finished with Engines

ELMER BILLINGTON

Elmer Billington passed away on April 15, 2011 at the age of 95. He was a resident of Cedar Lane, TX for 64 and belonged to the Cedar Lane Baptist Church family. Brother Billington served his country during WWII in the US Navy. He sailed as a Merchant Marine engineer on the Sea Train Line, until he retired on December 1, 1971. He is survived by his daughters, Christine Burwell, Martha Kolojaco and husband Robert, Linda Kennedy and husband Matt, Kay Atherton and husband Lloyd, and Carol LeMaster and husband Joe; by his son, Thomas Billington and wife Kelly; by 12 grandchildren, 21 great-grandchildren, and two great-great-grandchildren. He was preceded in death by his wife, Mary Lou Billington; son, John Edmond Billington; and by 10 brothers and sisters. In lieu of flowers, donations may be made to the Cedar Lane Baptist Church Building Fund, 12586 FM-457, Bay City, TX 77414. Online condolences may be shared with the family at tbfh@swbell.net.

ROY R. COBUS

Roy Cobus passed away on September 19, 2010 at the age of 82. Not much is known about Brother Corbus. He was a resident of Honolulu, HI and was born on April 24, 1928.

ROBERT J. DAUGHERTY

Robert Daugherty passed away on June 20, 2011 at the age of 85. He was a resident

of Ferndale, CA. He last sailed as a Radio Office in November 1993 aboard the SEALAND ATLANTIC. He retired from M.E.B.A. on January 1, 1994. He is predeceased by his wife, Frida.

LAURENCE VERNON GILLEY

Laurence Gilley passed away on July 10, 2011 at the age of 67. He was a resident of Greensboro, NC. He joined the Army and served most of his career in Korea. In 1979, Laurence found his calling—the love of the sea and joined the Merchant Marines. He spent his career traveling the world, sailed the Panama Canal, served on a ‘spy ship’, the Middle East, and the Delta Queen, one of his last assignments. Laurence would chronicle his travels by sending postcards to his beloved mother.

His father, Troy Vernon Gilley of Greensboro, precedes Laurence in death. Surviving are his mother, Alice Martin



“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.”

Gilley and youngest sister, Marjorie Gilley Liles, both of Greensboro. Eldest sister, Mr. and Mrs. Phillip S. Whitt, Sr.(Patricia) of Cary, their children, Mr. and Mrs. Jerry Schmid (Pam) of Clayton, Mr. and Mrs. Phillip S. Whitt Jr., of Garner , Mr. and Mrs. Robert Tullis Davis (Patti), and Mr. and Mrs. Paul S. Whitt, of Fairdale, KY. In lieu of flowers, memorials may be sent to the Merchant Marine’s Retirement home, Snug Harbor PO Box 150, Sea Level, NC 28577.

HARRY A. HAUGE

Harry Hauge passed away on September 8, 2010 at the age of 62. He was a resident of Las Vega NV. He last sailed aboard the CAPE HUDSON with Marine Transport Lines, and he worked various night reliefs with Matson . He retired from M.E.B.A. on September 1, 2002. He is predeceased by his sister, Linda Hauge.

CLAY R. HOLMES

Clay Holmes passed away on March 25, 2011 at the age of 80. He was a resident of Brooklyn, NY. Brother Holmes mainly sailed as a Third Engineer with Farrell Lines aboard the ENTERPRISE. He



also worked various night relief jobs in 1998. He retired from the M.E.B.A. on February 1, 1991. He is survived by his niece, Catherine Gabourel.

HARRY E. JARRETT

Harry Jarrett passed away on July 20, 2011 at the age of 91. He was a resident of Pasadena, CA. Not much is known about brother Jarrett. He last sailed in 1982 and retired from the M.E.B.A. on January 1, 1983. He is survived by Sharon and Grover Jarrett.

FLOYD E. JONES

Floyd Jones passed away on July 28, 2011 at the age of 89. He was a resident of Evergreen, AL. Brother Jones last sailed in October 1985 with Waterman. He retired from the M.E.B.A. at on April 1, 1986. He is survived by his wife, Annie; and his great-granddaughter, Marlina.

CLIFFORD L. KINDER

Clifford Kinder passed away on May 1, 2011 at the age of 81. He was a resident of Fort Necessity, LA. He sailed as a radio officer aboard the **SEALAND LIBERATOR** until August 1993. He retired from the M.E.B.A. on November 1, 1993. Brother Kinder is survived by his wife, JoAnn and his daughter, Karen.

WARREN CARL LIETZ

Warren Lietz passed away on August 12, 2010. He was a native of Maywood, IL and a resident of Mobile, AL. Brother Lietz was a WWII veteran who received the Russian Medal of Honor, which commemorates the 40th anniversary of the victory over Germany. He sailed as a Chief Engineer on various vessels. He last sailed on the **S/L DEFENDER** and retired from the M.E.B.A. in April, 1985.

He was preceded in death by his son, Warren Carl Lietz II. He is survived by his wife, Enee Regan Lietz; children Linda Carroll Varnell and Edwin Regan Lietz; brothers Eugene Lietz and Kenneth Lietz; grandchildren Warren Carl Lietz III, Michael Morris, Melissa Lietz-Story, Jennifer Lietz, Elizabeth

Lietz Brown, and Cory Lietz Davis; great-grandchildren Seri Brown, Forrest Lietz, and Mitchell Lietz.

JOHN B. MACFARLAND

John MacFarland passed away on October 16, 2011 at the age of 86. He was a resident of Capitola, CA. He last sailed in 1983 with Moore McCarmack Bulk Transport. He was predeceased by his wife, Phyllis. He is survived by his son, Kim MacFarland.

GEORGE N. MARS

George Mars passed away on December 9, 2010 at the age of 67. He was a resident of Hagerstown, Md. Brother Mars graduated from Polytechnic High School, Baltimore, Md., class of 1961. He did his undergraduate studies at Virginia Tech, where he later obtained a master's degree in engineering and also participated in the Army ROTC program.

He was a veteran of the United States Navy. He was also an instructor at the M.E.B.A. Calhoon School until 1982. He retired from the M.E.B.A. on May 1, 2008. He is survived by an uncle, Peter G. Callas; cousins, Cathy G. Bushey, Michael G. Callas, William G. Callas Jr., and Karen M. Kennedy of; and special friends, Katharine Menton, Steve Wright and Jennie Avila.

LAMBERT CARL MARTINDALE

Lambert Martindale passed away on February 25, 2011 at the age of 87. He was a resident of Brodnax, VA. He last sailed in 1981. He is survived by his wife, Bernice and daughter, Carla

JACK TILMAN NOBLE

Jack Noble passed away on May 26, 2011 at the age of 83. He was a resident of Gig Harbor, WA. Brother Noble sailed as a Chief Engineer with Maritime Overseas Corp. He retired from the M.E.B.A. on March 1, 1985. He is predeceased his wife, Carol who passed on May 25, 2007. He is survived by his sons, Rex and Eric; and daughter-in-law, Annie.

CHARLES G. O'CONNOR

Charles O'Connor passed away on December 30, 2010 at the age of 93. He was a resident of Hoboken, NJ. Brother O'Connor went to sea to support his family in his teens and worked his way up from deck hand to Captain. He saw convoy service in the darkest hours of WWII. Charles spent 12 years in Calcutta, India as Director General of South Asia and Persian Gulf operations for American Export Isbrandtsen Lines. He was a member of BMO and retired from the M.E.B.A. on July 1, 1972. He is survived by his brother, Donald O'Connor; sisters Josephine Chopin and Sheila Coleman and many nieces, nephews, grandnieces and grandnephews.



JAMES ROBERT PARKER

James Parker passed away on July 14, 2011 at the age of 54. He was a resident of Boistfort Valley. He passed away suddenly on a fishing trip out of Aberdeen-Westport with a close friend. He graduated from Boistfort



High School in 1975 and remained very close to classmates through the years. After High School, Jim attended the Merchant Marine Academy in Baltimore, Maryland for four years. He sailed the world as a Marine Engineer over 26 years and retired from the M.E.B.A. on April 1, 2002 to care for his father after his mother's passing.

Brother Parker is preceded in death by his parents Charles and Dorothy Parker and a brother, Timothy. He is survived by brothers David and Dennis; sisters Patricia Richards, Ann Coleman, Amy Duffy, Marg Knipp, Susan Reynolds, and Wendy Horn; numerous nieces, nephews

and extended family. Remembrances may be made to the Boistfort Firefighters Association.

FRANK PATRICK

Frank Patrick passed away on March 17, 2011 at the age of 95. He was a resident of Warsaw, KY, formerly of Covington, KY. He was a First Assistant Engineer and last sailed aboard the **AMERICAN LARK** with U.S. Lines. He retired from the M.E.B.A. on March 1, 1984. Brother Patrick was also a Mason (Scottish Rite), a member of the V.F.W., and former U.S. Merchant Marine Veteran.

His wife, Doris Patrick; wife, Vesta Ramey Patrick; and daughter, Carol Moore, preceded him in death. Survivors include daughters, Judy Sommers, Rita Lucas, Debbie Stamper, Susan Lilly, and Tina Emerson; sons, Mark Hammond and Rick Hammond; 20 grandchildren; and several great grandchildren and great-great grandchildren.

PER A. PETERSSON

Per Pettersson passed away on January 1, 2011 at the age of 87. He was a resident of San Francisco, CA. He last sailed in 1987, aboard the **PRESIDENT PIERCE** with APL as a Third Engineer. He retired from the M.E.B.A. on October 1, 1987. He was predeceased by his wife, Ilse in 2009.

ALBERT F. SCHROEDER

Albert Schroeder passed away on March 19, 2001 at the age of 63. He was a resident of Dunlap, TN and New Orleans, LA. He last sailed as a Chief Engineers with Central Gulf Lines. He retired from the M.E.B.A. on November 1, 1990. He is survived by his wife, Elizabeth.

GARY D. SHERMAN

Gary Sherman passed away on October 5, 2009 at the age of 64. He was a resident of Surprise, AZ. He retired with the New York City Ferryboat system in September 2004. Brother Sherman is survived by his wife, Daryle-Jean; and sons Jeffrey and Gregory.

CLYDE N. SMITH

Clyde Smith passed away on April 4, 2011 at the age of 72. He was a resident of Northshore City, New Zealand. He last sailed in 1999 with Matson Navigation. He is survived by his wife, Helen; and children Damon, Kevin, Christopher, and Brian.

JOSEPH CALVIN SMITH

Joseph Smith passed away on April 9, 2011 at the age of 84. He was a native of Gloucester County and a resident of Yorktown, VA. Brother Smith served as a lieutenant in the U.S. Navy and retired as Chief Engineer. He last sailed with U.S. Lines aboard the **AMERICAN MONARCH**. He lived in Australia until his retirement, after which he returned to Virginia, making his home in Yorktown to be near his family in Gloucester. Calvin was a kind and generous man who will be greatly missed.



He was preceded in death by his parents; brother, John W. Smith Jr.; and sisters, Fannie M. Jenkins and Grace E. Myers. He is survived by his wife, Wendolyn "Wendy" Hamlin-Smith; sons, Keppel Smith, Brendan Smith and wife, Joyce Pang, and Lyndon Smith; five grandchildren; sister, Pearly Camechis; brother, Bruce Smith; a host of nieces, nephews and cousins.

FRANK HAROLD SULLIVAN

Frank Sullivan passed away on June 22, 2011 at the age of 86. He was a resident of Huntington Beach, CA. He last sailed in June 1985 as a Third Assistant Engineer with U.S. Lines. He is survived by his wife, Hester "Ann" Sullivan.

NERO THREET

Nero Threet passed away on April 3, 2011 at the age of 76. He was a resident of Lynnwood, WA. He was formally with the NMU and retired from the M.E.B.A. on July 1, 1999. He is survived by his wife, Della Threet; and children Stefani, Ner, and Deborah.

FREDERICK L. WALTON

Frederick Walton passed away on April 10, 2011 at the age of 86. He was a resident of Enterprise, AL. Brother Walton joined the CCC at age 16 and later joined the U.S. Coast Guard and served for 4 years. After that, he joined the U.S. Navy and served for 4 years, and spent an additional 18 years in the Navy Reserve. He lived in the Panama Canal Zone for nine years and worked as a Chief Engineer with the Panama Canal Co. He moved back to the U.S. and served as a Chief Engineer with various shipping lines until his retirement. He last sailed with Keystone Shipping aboard the **S.S. ATIGUN PASS**. He retired from the M.E.B.A. on November 1, 1985. Following his retirement he remained active working at the Charleston, SC ship yards. Mr. Walton was a 32nd Degree Mason.

He is survived by his wife, Wilma Walton; sons, William Walton, John D. Walton, and Frederick L. Walton; a grandchild Meena Hamilton; brother Cramer Walton; and several nieces and nephews.

DELMORE WASHINGTON

Delmore Washington passed away on February 27, 2011 at the age of 87. He was a resident of East Orange, NJ. He last sailed with Farrell Lines in July 1986 aboard the **S.S. EXPORT PATRIOT** as a Third Assistant Engineer. Brother Washington retired from the M.E.B.A. on January 1, 1987. He was predeceased by his wife, Thelma in 1996; and his son, Delmore, Jr in 2007. He is survived by his daughter-in-law, Sandra.

JOSE A. YBARRA

Jose Ybarra passed away on May 12, 2011 at the age of 95. He was a resident of Miami Lakes, FL. Brother Ybarra last sailed on June 24, 1982 and accrued 25 years of pension credit. He retired on August 1, 1982. He is survived by his wife, Gladys.





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Mark E. Engberg, CFP® is a Graduate of the Calhoun MEBA Engineering School and retired from D1-MEBA in 2001 with 20 years of service, 8 years sailing as Chief Engineer. In addition to his engineering background, Mark holds a B.S. degree in finance and is a CERTIFIED FINANCIAL PLANNER™. Bruce Robson, CFP® has nearly 30 years experience in the insurance, investment and tax preparation fields. Bruce has two immediate family members who are graduates of Kings Point MMA and are active / sea-going merchant marine officers. Mark & Bruce clearly understand the mariners' unique lifestyle and enjoy working with this clientele to help them successfully transition from ship-board to shore-side life.

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MARITIME WEALTH MANAGEMENT TEAM



(From Left to Right)
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info@mebaschool.org

Diagnostic Centers

Baltimore

1005 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 547-
9111 (x1278)

San Francisco/Oakland

548 Thomas L. Berkley Way,
1st Flr.
Oakland, CA 94611
Office No. (510) 663-6810
Fax No. (510) 663-6818

M.E.B.A. Affiliates

Association for Los Angeles

Deputy Sheriffs (ALADS)

Floyd Hayhurst, President
Mark Divis, Vice President
2 Cupania Circle
Monterey Park, CA 91755
Phone: (800) 452-5237
www.alads.org

California Association

of Professional

Employees (CAPE)

Mark McNeil, President
Carlos Clayton, Vice President
1910 W. Sunset Blvd., Suite 600
Los Angeles, CA 90026
(213) 484-0400
www.capeunion.org

Los Angeles County Lifeguard

Association (LACoLA)

Erik Albertson, President
1140 Highland Ave., Suite 180
Manhattan Beach, CA 90266
(310) 802-3565
www.lacola.org

Municipal Construction

Inspectors Association

(MCIA)

Johnny Yutronich, President
205 S. Broadway, Suite #508
Los Angeles, California 90012
(213) 620-1402
www.mymcia.org

National Federation

of Public and Private

Employees (NFOPAPE)

Daniel Reynolds, President
1700 N.W. 66th Ave., Suite 100
Plantation, FL 33313
(954) 797-7575
www.federationmembers.org

Professional Aviation

Safety Specialists (PASS)

Tom Brantley, President
Mike Perrone, National V.P.
1150 17th St., N.W., Suite 702
Washington, D.C. 20036
(202) 293-7277
www.passnational.org

Unión de Ingenieros Marineros

(U.I.M.) – Panama

Vladimir A. Small O.,
Secretario General
Luis Yau Chaw, Counselor
P.O. Box 0843-00122
Panama,
Republic de Panama
011 507 314 0392
abim_meba@cwpp.net.pa

AMERICAN MARITIME

CONGRESS (AMC)

Lee A. Kincaid, President
James Caponiti,
Executive Director
444 North Capitol Street, N.W.
Suite 800
Washington, D.C. 20001
Office No: (202) 347-8020
Fax: (202) 347-1550
www.americanmaritime.org

INTERNATIONAL

TRANSPORT WORKERS

FEDERATION (ITF)

Anthony P. Sasso, ITF Inspector
P.O. Box 321021
Cocoa Beach, FL 32932
Office No. (321) 784-0686
Cell No. (321) 258-8217
Fax No. (321) 784-0522
sasso_tony@itf.org.uk



Member Bart Troxell on the waterborne picket line in front of the **LIBERTY SPIRIT**.



Member Jorge Fernandez protesting Liberty's decision to lock out hard working M.E.B.A. mates and engineers.



Jorge Fernandez's family and Carol Curtiss on the waterborne picket line.



Members at the Galveston picket line protesting the Liberty Maritime lockout of M.E.B.A. with Tampa Rep. Greg Quintana.



Members protesting the Liberty lockout include (standing) Frank Koehler, Houston Patrolman Mike Dunklin, James Sutton, James Lipinski, Marco Rodriguez, and (kneeling) Edward Gallagher.



M.E.B.A. members band together in Houston to protest the actions of Liberty Maritime took in locking out the M.E.B.A.