

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)

Winter/Spring 2012



M.E.B.A. Sails Into the Future with New Vessels





Faces around the Fleet



M.E.B.A. member Eugene "Gino" Ennesser with his new grand-daughter Mikayla Ann who was born 9-27-11.



M.E.B.A. members in California attending the MoveOn rally "We Are One" in downtown Oakland. Marching with the Union Banner are Mark Taylor, Lamont Randall, Wally Hogle, Colin Murray, Oakland Patrolman Pat Anderson, EVP Dave Nolan, and (kneeling) Ernie Leep.



Photo Credit to 1st A/E Jim McCrum.

2nd A/E Mike Harrington, M.E.B.A. Oakland Patrolman Patrick Anderson, C/E John Modrich, new member Charlie Apudo, and 3rd A/E Eric Wolanin aboard the **Chevron MISSISSIPPI VOYAGER**.

On the Cover:

M.E.B.A. moves forward with new vessels acquired in 2011-2012, new jobs, and a self-funded pension plan. Pictured on the cover are the OVERSEAS TAMPA, DENEbola and ANTARES, MV GREEN WAVE (photo credit U.S. Navy taken by Larry Larsson), MV CARAT (photo credit Lutz Graupeter, MarineTraffic.com), and the APL CORAL.

Marine Officer

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www.mebaunion.org



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

This past year was as challenging as it gets and you made the tough choices and sacrifices to preserve M.E.B.A. Defined Benefit Pension Plan (DB Plan). The direction of the Pension Plan was the most often discussed topic in all of 2011.

For the years up until 1986, M.E.B.A. members made significant wage sacrifices to fund our M.E.B.A. Pension Plan, which created almost twenty-five years' worth of surplus. From 1986-2011, no pension contributions were required as part of the total labor cost packages of the contracted companies. This allowed the M.E.B.A. to obtain Defined Benefit Plan improvements, increased wages, and other benefits above the levels, which would not have been obtained if the employers had been required to make contributions to the M.E.B.A. Pension Plan.

Immediately upon taking office in January 2011, the M.E.B.A. DEC and I began talks with our contracted companies in an attempt to save our Defined Benefit Plan (DB Plan), which was set to go underfunded in 2012. During this time, the M.E.B.A membership made it clear that a Defined Benefit Pension Plan would be much more preferable than a Defined Contribution Benefit Plan. Somewhat to our surprise, when the DEC dug into the issue, the actual cost savings to the shipping companies when converting to a DC plan compared to properly funding the DB Plan were not significant. What was significant was the widespread belief among our membership that the DB Plan should be preserved, if possible. We listened, studied and then worked hard to preserve your DB retirement Plan. With your guidance and support we succeeded.

The membership emphasized the importance of maintaining a DB Plan while articulating the willingness to make sacrifices to pay for the cost. As a result of this valuable feedback, the D.E.C. made the decision that M.E.B.A. would fund the cost of the DB Plan through contributions out of the total labor cost packages by reallocating wages and/or benefits to offset the employers' contribution to the DB Plan. In return for M.E.B.A. providing the employers with an acceptable level of certainty, we reached agreements with our employers, which provide for extended job security assurances.

Defined Benefit Pension Plans are currently under attack nationwide and have been eroding for the past couple of decades. DB Plans certainly have been a mainstay in the U.S.-flag maritime community, although one maritime officers union has shifted to a straight up defined contribution retirement plan that is causing significant consternation within the membership—and rightfully so based on how they have been treated during the transition.

Since the early 1990s, emphasis has shifted steadily to defined-contribution plans, such as 401(k)s, which allow employees to divert part of their income to a tax-deferred account. Employers often match a percentage of an employee's contribution. With these plans, employees decide how much they put in each year and how the money is invested. Unlike traditional pensions, defined-contribution plans do not promise a specific annual income or lump-sum payout upon retirement.

Unfortunately, some workers covered by private corporate pensions might end up receiving less in retirement than they're banking on. Cutbacks will most likely have the biggest effect on midcareer employees and high-income earners.

continued on page 2



In 1975, 88 percent of private sector workers covered in a workplace retirement plan had defined benefit coverage; by 2005, this number dropped to just 33 percent, according to the Center for Retirement Research at Boston College; and today the AFL-CIO pegs the number at 21 percent.

At present, the number of workers with plans continues to drop – for example, as of Jan. 1, 2011, GE is no longer offering defined benefit plan coverage for new salaried employees. Instead, these hires will get an automatic annual employer contribution of 3 percent of their salary to their 401(k)s, in addition to an employer match of up to 4 percent of salary. And as it stands now, they will no longer get retiree health benefits either. More recently on February 24, 2011, Bank of America announced it would freeze its healthy defined benefit pension plan and revert to a defined contribution plan. The company also announced that it will contribute an additional 2 percent to 3 percent of employees' salaries to the company's 401(k) plan in addition to the existing matching contribution of up to 5 percent. As of Sept. 30, 2011, Bank of America Corp. had defined benefit assets of \$14.3 billion and defined contribution assets of \$18.5 billion.

Time will tell how the defined benefit vs. defined contribution retirement plans shake out. We at M.E.B.A. did not want to make a rushed transition away from a defined benefit pension plan. At the end of the day, you the members of M.E.B.A., made this happen. We will all need to be vigilant in monitoring the performance of the Pension Plan. I am proud to serve you. Working together, we will continue to make great strides for every member of our Union.

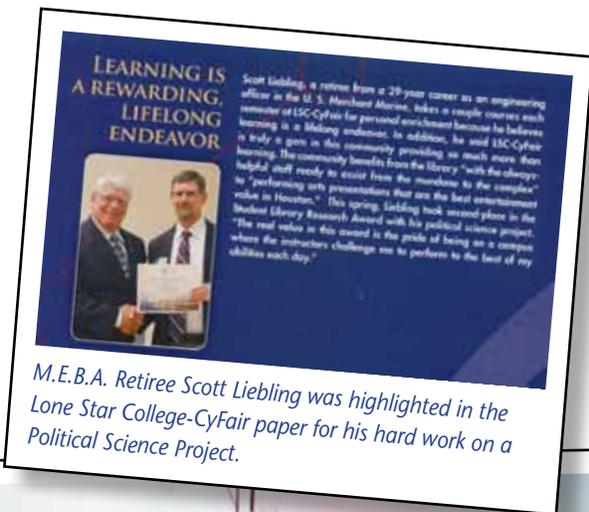
U and F,



Mike Jewell



Aboard the **AMERICAN VICTORY** is Kevin Behen, C/E Bill Vaughn and Robert Mecker.



M.E.B.A. Retiree Scott Liebling was highlighted in the Lone Star College-CyFair paper for his hard work on a Political Science Project.



The **AMERICAN VICTORY** once served as a WWII merchant ship.



On Watch in Washington

Captain Lee A. Kincaid
President, AMC



AMC Update

In October, the American Maritime Congress welcomed aboard Mr. James Caponiti as Executive Director. Jim came to AMC after an extensive 37 year career with the Maritime Administration in Washington, DC. Jim now joins Dianne Lauer on the AMC staff.

The Jones Act continues to be the focus of certain business groups and political special interests. Last August, the Jones Act was waived a record number of times during the administration's drawdown of the US Strategic Petroleum Reserve. AMC joined other maritime groups in opposing this action that was apparently driven by the Department of Energy. As this article goes to press, and as a result of rising gasoline prices, the U.S. is again facing another potential administration ordered release from the SPR. The administration and members of Congress have been put on notice that any such future waiver(s) of the Jones Act will jeopardize our national security interests and cost U.S. jobs.

As a result of a request by Commissioner Pierluisi of Puerto Rico, the Government Accountability Office (GAO) is currently conducting a study of the impact that the Jones Act has on the economy of that island territory. In January, AMC sat down with a GAO investigation team to discuss the various issues concerning the Jones Act and Puerto Rico. AMC spent several hours providing Jones Act related information and answering questions raised by the GAO team. Without a doubt, it is imperative that the GAO report focus on the positive aspects of the Jones Act not only in regard to Puerto Rico but also to the U.S. economy as a whole.

The U.S. Marine Highway System initiative (Short Sea Shipping) continues to make forward progress. AMC has facilitated discussion and interaction between the maritime industry, research groups, the Maritime Administration, the Department of Defense, and congressional allies to make this effort a reality. The U.S. Navy has committed to financially support a Marine Highway initiative as a way forward to ensure a U.S. flag sealift force for the future needs of the nation. MARAD has been engaged with research groups that have proposed specific vessel designs, operating parameters, and most profitable trade routes for a coastwise fleet. Congressional supporters have sponsored and signed onto legislation that will utilize the Harbor Maintenance Trust Fund to dredge and maintain port projects and eliminate the double taxation of coastwise cargo being transshipped by water.

Several other issues may still need to be addressed in order for a successful and profitable Marine Highway operation to become a reality. Suggested tax law modifications have been made including: tax incentives for cargo shippers to use waterborne commerce, changing the 30 day tonnage tax requirement to a day by day

basis for carriers, and eliminating the Alternative Minimum Tax (AMT) applicability to the Capital Construction Fund (CCF) for vessel owners and shipyards for new vessel construction.

The FY 2013 MARAD budget request was released earlier this winter resulting in a 1.6 percent reduction below the enacted FY 2012 level. Considering the calls for major federal program funding reductions, the administration's request for maritime has been relatively favorable. If enacted, the funding for the Maritime Security Program (MSP) will once again provide \$3.1 million per vessel for the 60 ship program. Although MSP is authorized through the year 2025, funding for the program must be appropriated on an annual basis and this remains a top agenda item for AMC.

In addition to MSP, cargo preference remains a critical issue for U.S. flag carriers. MSP only provides a portion of the necessary operating funds to keep a U.S. flag vessel competitive in the foreign trade. The other side of the foreign trade operating equation is the preference cargo that U.S. operators depend upon. U.S. cargo preference is made up of military or DOD cargo, food aid and PL 480 cargo, and cargoes financed through the Export-Import (Ex-Im) Bank. With the drawdown of U.S. fighting forces around the world and the administration's commitment to bring the wars on terrorism to an end, DOD preference cargo is beginning to shrink and disappear. Now, more than ever, U.S. carriers are depending upon the funding of food aid programs and the enforcement of the existing cargo preference laws pertaining to Ex-Im cargoes. The President's export initiative calls for increased exports of U.S. manufactured goods and products around the world. An important portion of these exports will be financed through the Ex-Im Bank.

Unfortunately, funding for food aid programs have fallen in recent years and the FY 2013 requested level is only at \$1.4 billion (down from over \$2 billion in 2008). At the same time, MARAD is in the process of revising the cargo preference laws and the Ex-Im Bank is currently up for reauthorization by Congress. AMC has been and will remain actively engaged in these vital areas to protect and assure U.S. cargo preference remain intact.

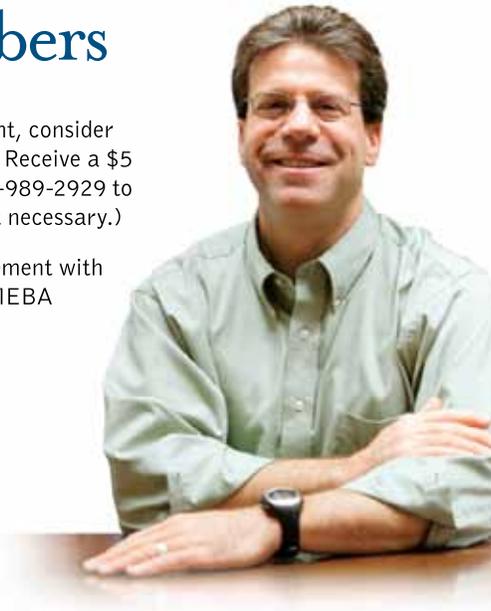
AMC will once again take a lead role in the third annual Congressional Sail-In that is scheduled to take place on Wednesday May 9, 2012. Last year's event was extremely successful, widely attended by the industry, and well received by members and staff in Congress. Interested individuals can go to the following link to sign up to participate in this maritime industry-wide event the purpose of which is to educate and increase maritime industry awareness among members of Congress. <http://www.maritimeindustrycongressionsails-in.org/>

Financial advice for MEBA Members

If you are within 5 years of retirement, consider scheduling a free retirement review. Receive a \$5 **Starbucks** Card just by calling 866-989-2929 to introduce yourself. (No appointment necessary.)

Reserve a time to discuss your retirement with Mark Buser, CFP, at the following MEBA meetings:

Seattle—Feb 6 & May 8
Oakland—Feb 7 & May 8
Long Beach—Feb 9 & May 10
Houston—Mar 6 & June 7
New Orleans—Mar 7 & June 8



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At Anchor: Recent Retirees Shifting into Reduced Operating Status

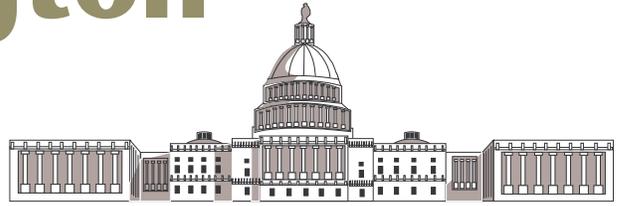
William H. Doherty	Salvatore J. Defrancia	Thomas L. Mally	Seth Harris
Kenneth W. Ewell	William D. Sammons	Robert L. Seidman	Timothy M. O'Brian
Terence P. McCarthy	Harold L. McDaniel	Edward T. Spaulding	Donald A. Raffaniello
Conrad J. Washington	Cecil D. Ray	Jacques M. Waltmans	Michael E. Saganey
Andrew J. Giovenco	Donald J. Duffy, Jr.	James L. Barr	Mark J. Cianci
Steven P. Nevin	Mark Pedersen	Thomas A. Cassidy	Paul J. McCarthy
Mark R. Schultz	James P. Byrne	Stephen H. Doe	Glenn C. Yarborough
Terry C. Ziegler	Peter F. Dempster	William J. Dunn	





Washington Update

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



What a year. 2011 will certainly be remembered for a long time here in Washington. Unfortunately, it will not be for any good reasons. If you'll indulge me for just a moment, I'd like to recap some of the more astounding events that took place in the nation's capital this past year.

The year began with Congress nearly triggering a full government shutdown due to the Democrats and Republicans' unwillingness to compromise on a budget for the year. This narrowly-averted crisis began to send ripples of uncertainty into the already-fragile global financial market. But this was only a taste of things to come, a prelude to Congress's negotiations to raise the nation's debt ceiling. This proved to be a knock-down, drag out fight and pushed the United States to the brink of defaulting on our debt, a previously unthinkable scenario. It was so close, in fact, that you couldn't turn on a TV without encountering a countdown clock to default ticking away at the bottom of the screen, reminiscent of the Cold War doomsday clock. And if we thought that the stock markets didn't like the idea of a government shutdown, they REALLY didn't like the concept of debt default. Ultimately, the United States had its first-ever credit downgrade, and more uncertainty flowed into the economy.

What ultimately came out of the debt negotiations was the so-called "Super Committee," a group of senators and House representatives tasked with putting together \$1.5 trillion worth of cuts. The thinking was that if the larger body of Congress could not come to any agreement, perhaps a smaller collection of members could bridge the gap. But the compromise proved to be a triumph equaled only by its colossal failure. Ultimately, the Super Committee was unable to identify the necessary cuts triggering across-the-board budget cuts to be enacted in 2013. Finally, ending the year in a display of rigid partisanship, Congress only barely managed to scrounge up enough votes to extend the payroll tax holiday, up to that point widely considered a bipartisan proposal.

While you may now be saying to yourself, "What a depressing list of failures," the truth of the matter is that even in such a gridlocked and dysfunctional environment as Washington last year, the M.E.B.A. has been able to continue to advance the issues important to the U.S. merchant marine. In an important step for the maritime industry, Chairman Mica's initial outline of the surface transportation bill has, for the first time, included a maritime title. It's also important to note that the Restore America's Maritime Promise (RAMP) Act also continues to advance through both the House and the Senate and now has over 175 cosponsors on the House bill. The RAMP Act will ensure money collected by the Harbor Maintenance Trust Fund is used for dredging and port maintenance projects. The Short Sea Shipping Act has also been making significant progress in the House. This bill will help encourage the use of short sea shipping in the U.S. by ending double taxation of domestic waterborne cargo. The Short Sea Shipping Act has continued to add new cosponsors throughout the year and enjoys the support of both Democrats and Republicans, an uncommon occurrence in 2011. In fact, both the Short Sea Shipping Act and the RAMP Act were the topic of a recent Ways and Means Committee hearing on maritime tax issues which attracted a lot of attention from both the news media and members of Congress. These kinds of hearings are a crucial step in advancing any legislation through Congress.

While the successes we've enjoyed this year cannot erase the tarnish that this year's dysfunction has left on Washington, we can at least take heart in knowing that the M.E.B.A.'s issues are advancing through Congress and that the champions of our industry continue to fight for our cause. What 2012 will bring is still uncertain. With the GOP primary in full swing and the general presidential election around the corner, there is likely to be more gridlock and political name-calling from Washington. But the M.E.B.A. will continue its efforts to cut across the partisan bickering, encourage growth in our industry and fight to strengthen the U.S. merchant marine.

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- Retired M.E.B.A. D-1 Chief Engineer**

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Meeting Schedule

Port

- Baltimore@CMES
- Boston
- Charleston
- Honolulu
- Houston
- Jacksonville
- L.A. (Wilmington)
- New Orleans
- New York (New Jersey)
- Norfolk
- San Francisco (Oakland)
- Seattle
- Tampa

May

- Tues. 8
- Mon. 7
- Wed. 9
- Fri. 11
- Tues. 8
- Mon. 7
- Thurs. 10
- Wed. 9
- Thurs. 10
- Thurs. 10
- Tues. 8
- Mon. 7
- Thurs. 10

June

- Tues. 5
- Mon. 4
- Wed. 6
- Fri. 8
- Tues. 5
- Mon. 4
- Thurs. 7
- Wed. 6
- Thurs. 7
- Thurs. 7
- Tues. 5
- Mon. 4
- Thurs. 7



Faces around the Fleet



Local Hawaiian union members came together to support Local 5 members in their strike against the Hyatt. Pictured are SIU Agent Hazel Galbiso, M.E.B.A. HNL Rep. Luke Kaili, MM&P Rep. Randy Swindell, MM&P member Paul M., M.E.B.A. member Colin Moses, MM&P member Steve McKittrick and Nick M., MFOW Agent Bonny Coloma, and M.E.B.A. member Sterlin Abel.



M.E.B.A. members standing in unity with their fellow union workers. Pictured is member Dave Iacobucci, member Sterlin Abel, a Local 5 member, and member Joe Perry on the picket line against the Hyatt Waikiki in September.



M.E.B.A. members Colin Moses, Sterlin Abel, Dave Iacobucci, and M.E.B.A. HNL Rep. Luke Kaili in support of the Local 5 strike of the Hyatt Waikiki.



M.E.B.A. attends the Hawaii Ports Maritime Council, AFL-CIO President Randy Swindell invited Congresswoman Mazie Hirono (HI) as a guest to speak at a luncheon. Chairman Swindell suspended the meeting and rescheduled it to allow Hirono to update the Council on current maritime updates in Washington, D.C. Hirono, an original co-sponsor of the American Mariners Job Protection Act (H.R. 3202), introduced by Congressmen Elijah Cummings (MD) and Jeff Landry (LA), a bill with bi-partisan support that will increase government transparency surrounding the issuance of waivers allowing non-Jones Act-qualified vessels to carry cargo between US ports. Hirono said, "our first priority in this Congress is to create and preserve jobs for Americans. This Act will increase transparency to strengthen adherence to the Jones Act and ensure we make full use of American maritime capabilities." Hirono also allowed the attendees an opportunity for any questions or concerns. Attendees in the photo are (front row l to r) M.E.B.A. HNL Rep. Luke Kaili, SIU Agent Hazel Galisbo, LIUNA Local 368 Rep. Al Lardizibal, M&MP Rep. Randy Swindell, Congresswoman Mazie Hirono, M&MP VP Dave Boatner, MFOW Agent Bonny Coloma and IBEW Local 1260 Rep Russell Yamanoha. Second row (l to r) is an HGEA member, Maritime Consultant Bill Anonsen, Boilermakers' Lodge 627 Trustee Gary Aycock, HGEA Rep William Chai, SUP Agent Mike Dirksen, and Captain Bob Lamb from Matson Navigation Co.

M.E.B.A. Pension Trust — 401 (k) Plan —2012

SUMMARY ANNUAL REPORT FOR MEBA PENSION TRUST – 401(K) PLAN

This is a summary of the annual report of the MEBA Pension Trust (“Trust”) – 401(k) Plan (“Plan”), EIN 51-6029896, Plan No. 002, for the period January 1, 2010 through December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This summary covers only the 401(k) portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were \$8,684,214. These expenses included \$371,870 in administrative expenses and \$8,312,344 in benefits paid to participants and beneficiaries. A total of 2,789 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$123,241,833 as of December 31, 2010 compared to \$109,059,605 as of January 1, 2010. During the Plan year the Plan experienced an increase in its net assets of \$14,182,228. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of \$22,866,442 including employer contributions of \$589,024, including employee contributions of \$9,276,997, including other contributions of \$156,766, earnings from investments of \$12,314,594 and other income of \$529,061.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be \$3.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



SCHEDULE H (Form 5500) **Financial Information** OMB No. 1510-0110

Department of the Treasury Internal Revenue Service
 Department of Labor Employee Benefits Security Administration
 Division of Financial Services

This schedule is required to be filed under section 104 of the Employee Retirement Income Security Act of 1974 (ERISA), and section 05506 of the Internal Revenue Code (the Code).
 File as an attachment to Form 5500.

2010
 This Form is Open to Public Inspection

For calendar plan year 2010 or fiscal plan year beginning 01/01/2010 and ending 12/31/2010

A Name of plan
MEBA PENSION TRUST 401(K) PLAN

B Three-digit plan number (PI) 002

C Plan sponsor's name as shown on line 2a of Form 5500

D Employer Identification Number (EIN)
51-6029896

BOARD OF TRUSTEES- MEBA PENSION TRUST 401(K) PLAN

Part I Asset and Liability Statement
 1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report if a value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1c(9) through 1c(14). Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IEs do not complete lines 1c(1), 1c(2), 1c(3), 1c(4), 1c(5), 1c(6), 1c(7), 1c(8), 1c(9), 1c(10), 1c(11), 1c(12), 1c(13), and 1c(14). See instructions.

Assets	(a) Beginning of Year	(b) End of Year
a Total noninterest-bearing cash	1a 142073	327677
b Receivable (less allowance for doubtful accounts):		
(1) Employer contributions	1b(1) 40311	43082
(2) Participant contributions	1b(2) 613008	559947
(3) Other	1b(3)	
c General investments:		
(1) Interest-bearing cash (incl. money market accounts & certifi. rates of deposit)	1c(1) 9999189	9444962
(2) U.S. Government securities	1c(2)	
(3) Corporate debt instruments (other than employer securities):		
(A) Preferred	1c(3)(A)	
(B) All other	1c(3)(B)	
(4) Corporate stock (other than employer securities):		
(A) Preferred	1c(4)(A)	
(B) Common	1c(4)(B)	
(5) Partnership/joint venture interests	1c(5)	
(6) Real estate (other than employer real property)	1c(6)	
(7) Loans (other than to participants)	1c(7)	
(8) Participant loans	1c(8) 1364308	2369152
(9) Value of interest in common/collective trusts	1c(9)	
(10) Value of interest in pooled separate accounts	1c(10)	
(11) Value of interest in master trust investment accounts	1c(11)	
(12) Value of interest in 103-12 investment entities	1c(12)	
(13) Value of interest in registered investment companies (e.g., mutual funds)	1c(13) 92575549	105687729
(14) Value of funds held in insurance co., general account (unallocated contracts)	1c(14)	
Other SEE STATEMENT 2	1c(15)	5186024

For Paperwork Reduction Act Notice and OMB Control Numbers, see the instructions for Form 5500 Schedule H (Form 5500) 2010 v092308.1

Schedule H (Form 5500) 2010 Page 2

1 Employer-related investments:

	(a) Beginning of Year	(b) End of Year
(1) Employer securities	1d(1)	
(2) Employer real property	1d(2)	
(3) 2d(4)(g) and other property used in plan operation	1e	
f Total assets (add all amounts in lines 1a through 1e)	1f 109317336	123618573

Liabilities

	(a) Beginning of Year	(b) End of Year
g Benefit claims payable	1g	
h Operating payables	1h 257731	376740
i Acquisition indebtedness	1i	
j Other liabilities	1j	
k Total liabilities (add all amounts in lines 1g through 1j)	1k 257731	376740

Net Assets

	(a) Beginning of Year	(b) End of Year
l Net assets (subtract line 1k from line 1f)	1l 109059605	123241833

Part II Income and Expense Statement
 2 Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trusts, or separately maintained funds, and any payments/receipts to/from insurance carriers. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IEs do not complete lines 2a, 2b(1)(E), 2c, 2d, and 2g.

	(a) Amount	(b) Total
a Contributions:		
(1) Received or receivable in cash from: (A) Employer	2a(1)(A) 589024	
(B) Participants	2a(1)(B) 9276997	
(C) Others (including rollovers) SEE STATEMENT 3	2a(1)(C) 156766	
(2) Noncash contributions	2a(2)	
(3) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)	2a(3)	10022787
b Earnings on investments:		
(1) Interest:		
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	2b(1)(A) 5871	
(B) U.S. Government securities	2b(1)(B)	
(C) Corporate debt instruments	2b(1)(C)	
(D) Loans (other than to participants)	2b(1)(D)	
(E) Participant loans	2b(1)(E) 81289	
(F) Other	2b(1)(F)	
(2) Total interest. Add lines 2b(1)(A) through (F)	2b(1)(2)	87160
(2) Dividends: (A) Preferred stock	2b(2)(A)	
(B) Common stock	2b(2)(B)	
(C) Registered investment company shares (e.g., mutual funds)	2b(2)(C)	
(3) Total dividends. Add lines 2b(2)(A), (B), and (C)	2b(2)(3)	
(3) Rents	2b(3)	
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	2b(4)(A)	
(B) Aggregate carrying amount (see instructions)	2b(4)(B)	
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result.	2b(4)(C)	

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	(a) Amount	(b) Total
2b (3) Unrealized appreciation (depreciation) of assets: (A) Real estate	2b(3)(A)	
(B) Other	2b(3)(B)	
(4) Total unrealized appreciation of assets. Add lines 2b(3)(A) and (B)	2b(3)(4)	
(5) Net investment gain (loss) from common/collective trusts	2b(5)	
(7) Net investment gain (loss) from pooled separate accounts	2b(7)	
(8) Net investment gain (loss) from master trust investment accounts	2b(8)	
(9) Net investment gain (loss) from 103-12 investment entities	2b(9)	
(10) Net investment gain (loss) from registered investment companies (e.g., mutual funds)	2b(10)	12227434
(11) Other SEE STATEMENT 4	2b(11)	529061
c Other income	2c	22866442
d Total income. Add all income amounts in column (b) and enter total	2d	22866442
e Benefit payment and payments to provide benefit:		
(1) Directly to participants or beneficiaries, including direct rollovers	2e(1) 8312344	
(2) To insurance carriers for the provision of benefits	2e(2)	
(3) Other	2e(3)	
(4) Total benefit payments. Add lines 2e(1) through (3)	2e(4)	8312344
f Corrective distributions (see instructions)	2f	
g Certain deemed distributions of participant loans (see instructions)	2g	
h Interest expense	2h	114866
i Administrative expenses: (1) Professional fees	2i(1)	85610
(2) Contract administrator fees	2i(2)	171394
(3) Investment advisory and management fees	2i(3)	
(4) Other SEE STATEMENT 5	2i(4)	371870
(5) Total administrative expenses. Add lines 2i(1) through (4)	2i(5)	371870
j Total expenses. Add all expense amounts in column (b) and enter total	2j	8684214
k Net income (loss). Subtract line 2j from line 2d	2k	14182228

Part III Accountant's Opinion
 3 Complete lines 3a through 3c if the opinion of an independent qualified public accountant is attached to this Form 5500.

a The attached opinion of an independent qualified public accountant for this plan is (see instructions):
 Unqualified Qualified Disclaimer Adverse

b Did the accountant perform a limited scope audit pursuant to 29 CFR 2520.103-8 and/or 103-12(d)? Yes No

c Enter the name and EIN of the accountant or accounting firm below:
 Name: **BURBINDER TUNICK & CO., LLP** EIN: 13-1578842

d The opinion of an independent qualified public accountant is not attached because:
 This form is filed for a CCT, PSA, or MTA. It will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-60.

Schedule H (Form 5500) 2010 Page 4

Part IV Compliance Questions
 4 CCTs and PSAs do not complete Part IV. MTAs, 103-12 IEs, and GIAs do not complete 4a, 4f, 4g, 4h, 4i, 5a, 5b, 5c, or 5. 103-12 IEs also do not complete 4j and 4k. MTAs also do not complete 4l.

During the plan year:

	Yes	No	Amount
a Was there a failure to transmit to the plan any participant contributions within the time period described in 29 CFR 2510.3-102? Continue to answer "Yes" for any prior year failures until fully corrected. (See instructions and DOL's Voluntary Fiduciary Correction Program.)	4a	X	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of the plan year or classified during the year as uncollectible? (Disregard participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part 4 if "Yes" is checked).)	4b	X	
c Were any loans to which this plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part 4 if "Yes" is checked).)	4c	X	
d Were there any nonexempt transactions with any party-in-interest? (Do not include transactions reported on Line 4a. Attach Schedule G (Form 5500) Part 4 if "Yes" is checked).	4d	X	
e Was this plan covered by a fidelity bond?	4e	X	5000000
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	4f	X	
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party sponsor?	4g	X	
h Did the plan receive any nonexempt contributions whose value was neither readily determinable on an established market nor set by an independent third party sponsor?	4h	X	
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	4i	X	
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	4j	X	
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan, or brought under the control of the PBGC?	4k	X	
l Has the plan failed to provide any benefit when due under the plan?	4l	X	
m If this is an individual account plan, was there a blackout period? (See instructions and 29 CFR 2520.101-3)	4m	X	
n If 4m was answered "Yes," check the "Yes" box if you either provided the required notice or one of the exceptions to providing the notice applied under 29 CFR 2520.101-3	4n	X	

5 Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that were transferred to the employer this year. Yes No Amount:

5b If, during this plan year, any assets or liabilities were transferred from the plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)

5b(1) Name of plan(s)	5b(2) EIN(s)	5b(3) PBU(s)

M.E.B.A. Medical and Benefits Plan — 2012

SUMMARY ANNUAL REPORT FOR THE MEBA MEDICAL AND BENEFITS PLAN

This is a summary of the annual report of the MEBA Medical and Benefits Plan (“Plan”), EIN 13-5590515, Plan No. 501, for the period January 1, 2010 through December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

INSURANCE INFORMATION

The Plan has contracts with Carefirst BC/BS, Medco, Kaiser Foundation Health Plan Inc., Principal Life Insurance Company, Group Health Cooperative, Unum Life Insurance Company of America, and Delta Dental of Pennsylvania, to pay certain claims incurred under the terms of the Plan. The total premiums paid for the Plan year ended December 31, 2010 were \$5,134,658.

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$67,153,155 as of December 31, 2010, compared to \$62,626,317 as of January 1, 2010. During the Plan year, the Plan experienced an increase in its net assets of \$4,526,838. This increase includes unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$39,121,396, including employer contributions of \$26,737,372, employee and pensioner contributions of \$7,785,002, realized losses of (\$902,639) from the sale of assets, earnings from investments of \$5,479,762, and other income of \$21,899.

Plan expenses were \$34,594,558. These expenses included \$3,265,855 in administrative expenses and \$31,328,703 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Insurance information including sales commissions paid by insurance carriers
6. Information regarding any common or collective trusts, pooled separate accounts; master trust or 103-12 investment entities in which the Plan participates

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover the copying costs will be \$18.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue. NW. Washington. DC 20210.



SCHEDULE H (Form 5500) **Financial Information** OMB No. 1510-0046

Department of the Treasury Internal Revenue Service

This schedule is required to be filed under section 104 of the Employee Retirement Income Security Act of 1974 (ERISA), and section 6502(a) of the Internal Revenue Code (the Code).

2010

This Form is Open to Public Inspection

Plan sponsor's name as shown on line 2a of Form 5500: **MEBA MEDICAL AND BENEFITS PLAN**

Plan sponsor's EIN: **13-5590515**

Plan year: **12/31/2010**

Plan number: **501**

Part I Asset and Liability Statement

1 Current value of plan assets and liabilities at the beginning and end of the plan year. Complete the value of plan assets held in more than one trust. Report the value of the plan's interest in a common fund operating the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1c(1) through 1c(4). Do not enter the value of an insurance contract which guarantees, during this plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IEs do not complete lines 1a(1), 1a(2), 1a(8), 1b, 1h, and 1i. CCTs, PSAs, and 103-12 IEs also do not complete lines 1d and 1e. See instructions.

Assets	(a) Beginning of Year	(b) End of Year
1a Total noninterest-bearing cash	2158563	2167847
1b Receivables (less allowance for doubtful accounts):		
(1) Employer contributions	4387813	4195746
(2) Participant contributions	1828792	2924269
(3) Other		
1c General investments:		
(1) Interest-bearing cash (incl. money market accounts & certificates of deposit)	994674	630044
(2) U.S. Government securities	10194732	11008393
(3) Corporate debt instruments (other than employer securities):		
(A) Preferred	8701434	8209103
(B) All other		
(4) Corporate stocks (other than employer securities):		
(A) Preferred		
(B) Common	5140800	7720094
(5) Partnership/other interests		
(6) Real estate (other than employer real property)		
(7) Loans (other than to participants)		
(8) Participant loans		
(9) Value of interest in common/collective trusts	7558566	12777521
(10) Value of interest in pooled separate accounts		
(11) Value of interest in master trust investment accounts	21203912	13553595
(12) Value of interest in 103-12 investment entities		
(13) Value of interest in registered investment companies (e.g., mutual funds)	4729769	8625925
(14) Value of funds held in insurance co., general account (unallocated contracts)		
1d Other		

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1d Employer-related investments:

	(a) Beginning of Year	(b) End of Year
(1) Employer securities		
(2) Employer real property		
0 Buildings and other property used in plan operation	438971	296000
f Total assets (add all amounts in lines 1a through 1e)	67338031	72909407

Liabilities:

	(a) Beginning of Year	(b) End of Year
g General claims payable	3237584	4376728
h Outstanding payables	1170182	1112425
i Acquisition indebtedness		
j Other liabilities	303948	267099
k Total liabilities (add all amounts in lines 1g through 1j)	4711174	5756252
Net Assets		
1 Net assets (subtract line 1k from line 1f)	62626317	67153155

Part II Income and Expense Statement

2 Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained funds(s) and any payments/receipts to/from insurance carriers. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IEs do not complete lines 2a, 2b(1)(B), 2c, 2i, and 2j.

	(a) Amount	(b) Total
Income		
a Contributions:		
(1) Received or receivable in cash from: (A) Employers	26737372	
(B) Participants	7785002	
(C) Others (including rollovers)		
(2) Noncash contributions		
(3) Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)		34522374
b Earnings on investments:		
(1) Interest:		
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	93	
(B) U.S. Government securities	279817	
(C) Corporate debt instruments	463363	
(D) Loans (other than to participants)		
(E) Participant loans		
(F) Other		
(G) Total interest. Add lines 2b(1)(A) through (F)		743273
(2) Dividends: (A) Preferred stock		
(B) Common stock	49125	
(C) Registered investment company shares (e.g., mutual funds)		
(D) Total dividends. Add lines 2b(2)(A), (B), and (C)		49125
(3) Rents		
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	22227187	
(B) Aggregate carrying amount (see instructions)	23129826	
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result		-902639

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	(a) Amount	(b) Total
2b (5) Unrecovered appreciation (depreciation) of assets: (A) Real estate	2526833	
(B) Other		
(C) Total unrecovered appreciation of assets. Add lines 2b(5)(A) and (B)		2526833
(6) Net investment gain (loss) from common/collective trusts		1470673
(7) Net investment gain (loss) from pooled separate accounts		
(8) Net investment gain (loss) from master trust investment accounts		150149
(9) Net investment gain (loss) from 103-12 investment entities		
(10) Net investment gain (loss) from registered investment companies (e.g., mutual funds)		539709
c Other income		21899
d Total income. Add all income amounts in column (a) and enter total		39121396
Expenses		
e Benefit payment and payments to provide benefits:		
(1) Directly to participants or beneficiaries, including direct rollovers	28194045	
(2) To insurance carriers for the provision of benefits	5134658	
(3) Other		
(4) Total benefit payments. Add lines 2e(1) through (3)		31328703
f Corrective distributions (see instructions)		
g Certain deemed distributions of participant loans (see instructions)		
h Interest expense		
i Administrative expenses: (1) Professional fees	706168	
(2) Contract administrator fees		
(3) Investment advisory and management fees	136977	
(4) Other	2422710	
(5) Total administrative expenses. Add lines 2i(1) through (4)		3265855
j Total expenses. Add all expense amounts in column (a) and enter total		34594558
Net Income and Reconciliation		
k Net income (loss). Subtract line 2j from line 2d		4526838
l Transfers of assets:		
(1) To this plan		
(2) From this plan		

Part III Accountant's Opinion

3 Complete lines 3a through 3c if the opinion of an independent qualified public accountant is attached to this Form 5500. Complete line 3d if an opinion is not attached.

a The attached opinion of an independent qualified public accountant for this plan is (see instructions):

(1) Unqualified (2) Qualified (3) Disclaimer (4) Adverse

b Did the accountant perform a limited scope audit pursuant to 29 CFR 2520.103-8 and/or 103-12(d)? Yes No

c Enter the name and EIN of the accountant for accounting firm below:

(1) Name: **BUCHLENDER TONICK & CO., LLP** (2) EIN: **13-1578842**

d The opinion of an independent qualified public accountant is not attached because:

(1) This form is filed for a CCT, PSA, or MTA. (2) It will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-5.

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Part IV Compliance Questions

4 CCTs and PSAs do not complete Part IV. MTAs, 103-12 IEs, and GLAs do not complete 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, 4k, 4m, 4n, or 5. 103-12 IEs also do not complete 4j and 4l. MTAs also do not complete 4l.

During the plan year:

	Yes	No	Amount
a Was there a failure to transmit to the plan any participant contributions within the time period described in 29 CFR 2510.3-102? Continue to answer "Yes" for any prior year failures until fully corrected. (See instructions and DOL's Voluntary Fiduciary Correction Program.)		X	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of the plan year or classified during the year as uncollectible? Disregard participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)		X	
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)		X	
d Were there any nonexempt transactions with any party-in-interest? Do not include transactions reported on line 4a. Attach Schedule G (Form 5500) Part III if "Yes" is checked.		X	
e Was this plan covered by a fidelity bond?	X		5000000
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?		X	
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?		X	
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser? (Attach Schedule G (Form 5500) Part II if "Yes" is checked, and see instructions for formal requirements.)		X	
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for formal requirements.)		X	
j Were any plan transactions or series of transactions a success of 5% of the current value of plan assets? (Attach schedule of transactions. "Yes" is checked and see instructions for formal requirements.)		X	
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan, or brought under the control of the PBGC?		X	
l Has the plan failed to provide any benefit when due under the plan?		X	
m If this is an individual account plan, was there a blackout period? (See instructions and 29 CFR 2520.101-3.)		X	
n If 4m was answered "Yes," check the "Yes" box if you either provided the required notice or waived the requirement to providing the notice required under 29 CFR 2520.101-3.		X	

5a Has a resolution to limit the plan been adopted during the plan year or any prior plan years? If yes, enter the amount of any plan assets that reverted to the employer this year: Yes No Amount: _____

5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan, identify the plan(s) to which assets or liabilities were transferred. (See instructions.)

5b(1) Name of plan(s): _____

5b(2) Plan(s): _____

5b(3) Plan(s): _____



M.E.B.A. Pension Trust Money — Purchase Benefit —2012

SUMMARY ANNUAL REPORT FOR MEBA PENSION TRUST – MONEY PURCHASE BENEFIT

This is a summary of the annual report of the MEBA Pension Trust (“Trust”) – Money Purchase Benefit Plan (“Plan”), EIN 51-6029896, Plan No. 003, for the period January 1, 2010 through December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This summary covers only the money purchase benefit portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were \$14,822,543. These expenses included \$540,150 in administrative expenses and \$14,282,393 in benefits paid to participants and beneficiaries. A total of 3,181 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was \$202,448,642 as of December 31, 2010 compared to \$187,708,793 as of January 1, 2010. During the Plan year the Plan experienced an increase in its net assets of \$14,739,849. This increase includes unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of Plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of \$29,562,392, including employer contributions of \$10,282,114, earnings from investments of \$19,046,070, realized gains of \$193,645 from the sale of assets, and other income of \$40,563.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the Plan participates

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be \$4.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.



SCHEDULE H (Form 5500) **Financial Information** **OMB No. 1510-0110**

Department of the Treasury
Internal Revenue Service
Department of Labor
Employee Benefits Security Administration
Private Business Clearance Operations

This schedule is required to be filed under section 104 of the Employee Retirement Income Security Act of 1974 (ERISA), and section 408(a) of the Internal Revenue Code (the Code).

2010

This Form is Open to Public Inspection

File as an attachment to Form 5500.

For calendar plan year 2010 or fiscal plan year beginning 01/01/2010 and ending 12/31/2010

A Name of plan **B** Three-digit plan number (PIN) **003**

MBBA PENSION TRUST - MONEY PURCHASE BENEFIT

C Plan sponsor's name as shown on line 2a of Form 5500 **D** Employer Identification Number (EIN) **51-6029896**

BOARD OF TRUSTEES, MBBA PENSION TRUST-MONEY PURCHASE

Part I Asset and Liability Statement

1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1a(1) through 1a(14). Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IRs do not complete lines 1a(1), 1a(2), 1a(3), 1a(4), 1a(5), 1a(6), 1a(7), 1a(8), 1a(9), 1a(10), 1a(11), 1a(12), 1a(13), 1a(14), and 1a(15) also do not complete lines 1d and 1e. See instructions.

Assets	(a) Beginning of Year		(b) End of Year	
	1a	1b	1c	1d
4 Total noninterest-bearing cash	430424		506231	
b Liabilities (less allowance for doubtful accounts):				
(1) Employer contributions	1506222		1363102	
(2) Participant contributions				
(3) Other	337873		257422	
c General investments:				
(1) Interest-bearing cash (incl. money market accounts & certificates of deposit)	1480838		930508	
(2) U.S. Government securities	16138209		17282199	
(3) Corporate debt instruments (other than employer securities):				
(A) Preferred	13813705		11936501	
(B) All other				
(4) Corporate stocks (other than employer securities):				
(A) Preferred				
(B) Common	8758455		9714076	
(5) Partnership/limited venture interests				
(6) Real estate (other than employer real property)				
(7) Loans (other than to participants)				
(8) Participant loans				
(9) Value of interest in common/collective trusts	4589861		4880812	
(10) Value of interest in pooled separate accounts				
(11) Value of interest in master trust (invested accounts)	1465756		3145463	
(12) Value of interest in 103-12 investment entities				
(13) Value of interest in registered investment companies (e.g. mutual funds)	139427556		152749941	
(14) Value of funds held in insurance co. general account (unallocated contracts)				
(15) Other				

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1d Employer-related investments:

	(a) Beginning of Year	(b) End of Year
(1) Employer securities	1d(1)	1d(2)
(2) Employer real property	1d(3)	1d(4)
e Buildings and other property used in plan operations	1e	1e
f Total assets (add all amounts in lines 1a through 1c)	18800899	202766255
Liabilities		
g Benefit claims payable	1g	1g
h Operating payables	1h	1h
i Acquisition indebtedness	1i	1i
j Other liabilities	1j	1j
k Total liabilities (add all amounts in lines 1g through 1j)	300106	317613
Net Assets		
1 Net assets (subtract line 1k from line 1f)	187708793	202448642

Part II Income and Expense Statement

2 Plan income, expenses, and charges in net assets for the plan. Include all income and expenses of the plan, including any trust(s) or separately maintained funds and any payments/receipts for loan insurance carriers. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IRs do not complete lines 2a through 2g.

	(a) Amount	(b) Total
a Contributions:		
(1) Received or receivable in cash from: (A) Employers	2a(1)(A) 10282114	
(B) Participants	2a(1)(B)	
(C) Others (including rollovers)	2a(1)(C)	
(2) Non-cash contributions	2a(2)	
Total contributions. Add lines 2a(1)(A), (B), (C), and line 2a(2)	10282114	
b Earnings on investments:		
(1) Interest:		
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	2b(1)(A) 2141	
(B) U.S. Government securities	2b(1)(B) 1079543	
(C) Corporate debt instruments	2b(1)(C)	
(D) Loans (other than to participants)	2b(1)(D)	
(E) Participant loans	2b(1)(E)	
(F) Other	2b(1)(F) 6793	
(G) Total interest. Add lines 2b(1)(A) through (F)	2b(1)(G) 1088477	
(2) Dividends: (A) Preferred stock	2b(2)(A) 158521	
(B) Common stock	2b(2)(B)	
(C) Separate investment company shares (e.g. mutual funds)	2b(2)(C)	
(D) Total dividends. Add lines 2b(2)(A), (B), and (C)	2b(2)(D) 158521	
(3) Gains	2b(3)	
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	2b(4)(A) 40457287	
(B) Aggregate carrying amount (see instructions)	2b(4)(B) 40263642	
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result	2b(4)(C)	193645

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	(a) Amount	(b) Total
2b (9) Unrealized appreciation (depreciation) of assets: (A) Real estate	2b(9)(A)	
(B) Other	2b(9)(B) 1473847	
(C) Total unrealized appreciation of assets. Add lines 2b(9)(A) and (B)	2b(9)(C) 1473847	
(6) Net investment gain (loss) from common/collective trusts	2b(10)	290951
(7) Net investment gain (loss) from pooled separate accounts	2b(11)	
(8) Net investment gain (loss) from master trust investment accounts	2b(12)	17115
(9) Net investment gain (loss) from 103-12 investment entities	2b(13)	
(10) Net investment gain (loss) from registered investment companies (e.g. mutual funds)	2b(14)	16017159
c Other income	2c	40563
Total income. Add all income amounts in column (b) and enter total	2d	29562392
Expenses		
e Benefit payment and payments to provide benefits:		
(1) Directly to participants or beneficiaries, including direct rollovers	2e(1) 14282393	
(2) To insurance carriers for the provision of benefits	2e(2)	
(3) Other	2e(3)	
(4) Total benefit payments. Add lines 2e(1) through (3)	2e(4) 14282393	
f Corrective distributions (see instructions)	2f	
g Certain deemed distributions of participant loans (see instructions)	2g	
h Interest expense	2h	
i Administrative expenses: (1) Professional fees	2i(1) 110429	
(2) Contract administrator fees	2i(2)	
(3) Investment advisory and management fees	2i(3) 148458	
(4) Other	2i(4) 281263	
(5) Total administrative expenses. Add lines 2i(1) through (4)	2i(5) 540150	
j Total expenses. Add all expense amounts in column (b) and enter total	2j	14822543
Net Income and Reconciliation		
k Net income (loss). Subtract line 2j from line 2d	2k	14739849
l Transfers of assets:		
(1) To this plan	2l(1)	
(2) From this plan	2l(2)	

Part III Accountant's Opinion

3 Complete lines 3a through 3c. If the opinion of an independent qualified public accountant is attached to this Form 5500, complete line 3d if an opinion is not attached.

a The attached opinion of an independent qualified public accountant for this plan is (see instructions):

(1) Unqualified (2) Qualified (3) Disclaimer (4) Adverse

b Did the accountant perform a limited scope audit pursuant to 29 CFR 2520.103-2 and/or 103-10e? Yes No

c Enter the name and EIN of the accountant (see instructions) below:

(1) Name: **BUCHTINDER TUNICK & CO., LLP** (2) EIN: **13-1578642**

d The opinion of an independent qualified public accountant is not attached because:

(1) This form is filed for a CCT, PSA, or MTA. (2) It will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-50

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Part IV Compliance Questions

4 CCTs and PSAs do not complete Part IV. MTAs, 103-12 IRs, and GRAs do not complete 4a, 4e, 4f, 4g, 4h, 4m, 4n, or 5. 103-12 IRs also do not complete 4j and 4l. MTAs also do not complete 4l.

	Yes	No	Amount
a Was there a failure to transmit to the plan any participant contributions within the time period specified in 29 CFR 2510.3-107? Continue to answer "Yes" for any prior year failures unless fully corrected. (See Instructions and DOL's Voluntary Fiduciary Correction Program.)	4a	X	
b Were any loans by the plan or fixed income obligations due the plan in default as of the close of the plan year or classified during the year as uncollectible? Do regular participant loans secured by participant's account balance. (Check Schedule G (Form 5500) Part II "Yes" is checked.)	4b	X	
c Were any leases to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part III "Yes" is checked.)	4c	X	
d Were there any nonexempt transactions with any party-in-interest? (Do not include transactions reported on line 4a. Attach Schedule G (Form 5500) Part III "Yes" is checked.)	4d	X	
e Was this plan covered by a fidelity bond?	4e	X	5000000
f Did the plan have a key, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	4f	X	
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	4g	X	
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	4h	X	
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	4i	X	
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	4j	X	
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan, or brought under the control of the PBGC?	4k	X	
l Has the plan failed to provide any benefits due under the plan?	4l	X	
m If this is an individual account plan, was there a blackout period? (See instructions and 29 CFR 2520.101-3.)	4m	X	
n If 4m was answered "Yes," check the "Yes" box if you either provided the required notice or waived the application to provide the notice specified under 29 CFR 2520.101-3.	4n	X	

5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year. Yes No Amount.

5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)

(a) Name of plan	(b) EIN	(c) PIN

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M.E.B.A. Pension Trust — Defined Benefit Plan — 2012

SUMMARY ANNUAL REPORT FOR MEBA PENSION TRUST – DEFINED BENEFIT PLAN

This is a summary of the annual report of the MEBA Pension Trust (“Trust”) – Defined Benefit Plan (“Plan”), EIN 51-6029896, Plan No. 001, for the period January 1, 2010 through December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This summary covers only the defined benefit portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were \$90,099,932. These expenses included \$3,882,496 in administrative expenses and \$86,217,436 in benefits paid to participants and beneficiaries. A total of 5,719 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The adjusted value of Plan assets was \$1,083,396,374 as of December 31, 2010 compared to \$1,025,421,394 as of January 1, 2010. During the Plan year the Plan experienced an increase in its net assets of \$57,974,980. This increase includes unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of Plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of \$148,074,912 including employer contributions of \$2,528,670, earnings from investments of \$131,654,179, realized gains of \$3,707,520 from the sale of assets, and other income of \$10,184,543.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the Plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Insurance information including sales commissions paid by insurance carriers
6. Information regarding any common or collective trusts, pooled separate accounts, master trusts 103-12 investment entities in which the Plan participates
7. Actuarial information regarding the funding of the Plan

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be \$16.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.



SCHEDULE H (Form 5500) **Financial Information** OMB No. 1520-0110

2010

This schedule is required to be filed under section 104 of the Employee Retirement Income Security Act of 1974 (ERISA), and section 6058(a) of the Internal Revenue Code (the Code).

File as an attachment to Form 5500. This Form is Open to Public Inspection.

For calendar plan year 2010 or fiscal plan year beginning: 01/01/2010 and ending: 12/31/2010

Name of plan: **MEBA PENSION TRUST-DEFINED BENEFIT PLAN**

Plan sponsor's name as shown on line 2a of Form 5500: **BOARD OF TRUSTEES, MEBA PENSION TRUST - DEFINED BEN**

Employer Identification Number (EIN): **51-6029896**

Part I Asset and Liability Statement

1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine this value of plan assets held in more than one trust. Report the value of the plan's interest in a commingled fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1c(9) through 1c(14). Do not enter the value of that portion of an insurance contract which guarantees, during this plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IEs do not complete lines 1a(1), 1a(2), 1a(3), 1a(4), and 1a(5). CCTs, PSAs, and 103-12 IEs also do not complete lines 1d and 1e. See instructions.

Assets	(a) Beginning of Year	(b) End of Year
a Total noninterest-bearing cash	1a 2,643,830	4,595,409
b Accrued less allowance for doubtful accounts:		
(1) Employer contributions	1b(1) 2,674,539	2,463,265
(2) Participant contributions	1b(2)	
(3) Other	1b(3) 2,272,506	7,164,388
c General investments:		
(1) Interest-bearing cash (incl. money market accounts & certificates of deposit)	1c(1) 6,073,700	18,023,363
(2) U.S. Government securities	1c(2) 50,051,928	80,790,442
(3) Corporate debt instruments (other than employer securities):		
(A) Preferred	1c(3)(A)	
(B) All other	1c(3)(B) 39,728,768	50,904,756
(4) Corporate stocks (other than employer securities):		
(A) Preferred	1c(4)(A)	
(B) Common	1c(4)(B) 116,649,153	135,903,362
(5) Partnership/limited venture interests	1c(5)	
(6) Real estate (other than employer real property)	1c(6) 283,051,562	319,884,039
(7) Loans (other than to participants)	1c(7)	
(8) Participant loans	1c(8)	
(9) Value of interest in common/collective trusts	1c(9) 11,756,443	13,647,703
(10) Value of interest in pooled separate accounts	1c(10) 305,824,312	235,748,377
(11) Value of interest in master trust investment accounts	1c(11) 15,204,845	10,938,379
(12) Value of interest in 103-12 investment entities	1c(12)	
(13) Value of interest in registered investment companies (e.g., mutual funds)	1c(13) 36,909,838	41,496,405
(14) Value of funds held in insurance co. general account (unallocated contracts)	1c(14) 177,629,132	163,454,002
119 Other	1c(19)	

For Paperwork Reduction Act Notice and OMB Control Numbers, see the instructions for Form 5500 Schedule H (Form 5500) 2010 v092036.1

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1 d Employer related investments:

	(a) Beginning of Year	(b) End of Year
(1) Employer securities	1d(1)	
(2) Employer real property	1d(2)	
(3) Buildings and other property used in plan operation	1d(3)	
f Total assets (add all amounts in lines 1a through 1e)	1f 1,030,469,154	1,085,014,490

Liabilities

g Benefit claims payable	1g	
h Operating payables	1h 1,049,379	1,618,116
i Acquisition indebtedness	1i	
j Other liabilities	1j 3,998,381	
k Total liabilities (add all amounts in lines 1g through 1j)	1k 5,047,760	1,618,116

Net Assets

l Net assets (subtract line 1k from line 1f)	1l 1,025,421,394	1,083,396,374
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Part II Income and Expense Statement

2 Plan income, expenses, and changes in net assets for the year. Include all income and expenses of the plan, including any trust(s) or separately maintained fund(s) and any payments/receipts for loan insurance contracts. Round off amounts to the nearest dollar. MTAs, CCTs, PSAs, and 103-12 IEs do not complete lines 2a, 2b(1)(C), 2e, 2i, and 2j.

Income	(a) Amount	(b) Total
a Contributions:		
(1) Received or receivable in cash from: (A) Employers	2a(1)(A) 2,528,670	
(B) Participants	2a(1)(B)	
(C) Others (including rollovers)	2a(1)(C)	
(2) Noncash contributions	2a(2)	
(3) Total income: Add lines 2a(1)(A), (B), (C), and 2a(2)	2a(3)	2,528,670
b Earnings on investments:		
(1) Interest:		
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	2b(1)(A) -2,791	
(B) U.S. Government securities	2b(1)(B)	
(C) Corporate debt instruments	2b(1)(C)	
(D) Loans (other than to participants)	2b(1)(D)	
(E) Participant loans	2b(1)(E)	
(F) Other	2b(1)(F)	
(G) Total interest: Add lines 2b(1)(A) through (F)	2b(1)(G)	-2,791
(2) Dividends: (A) Preferred stock	2b(2)(A)	
(B) Common stock	2b(2)(B) 2,257,267	
(C) Registered investment company shares (e.g. mutual funds)	2b(2)(C)	
(D) Total dividends: Add lines 2b(2)(A), (B), and (C)	2b(2)(D)	2,257,267
(3) Rents	2b(3)	13,387,495
(4) Net gain (loss) on sale of assets: (A) Aggregate proceeds	2b(4)(A) 49,810,007	
(B) Aggregate carrying amount (see instructions)	2b(4)(B) 46,102,687	
(C) Subtract line 2b(4)(B) from line 2b(4)(A) and enter result.	2b(4)(C)	3,707,320

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	(a) Amount	(b) Total
2b (6) Unrealized appreciation (depreciation) of assets: (A) Real estate	2b(6)(A) 58,956,840	
(B) Other	2b(6)(B) 15,144,914	
(C) Total unrealized appreciation of assets. Add lines 2b(6)(A) and (B)	2b(6)(C)	74,101,754
(8) Net investment gain (loss) from common/collective trusts	2b(8)	3,293,944
(7) Net investment gain (loss) from pooled separate accounts	2b(7)	36,963,262
(9) Net investment gain (loss) from master trust investment accounts	2b(9)	184,128
(10) Net investment gain (loss) from registered investment companies (e.g., mutual funds)	2b(10)	1,469,120
c Other income	SEE STATEMENT 3	
(11) Total income. Add all income amounts in column (a) and enter total	2c 148,074,932	
d Benefit payment and payments to provide benefits:		
(1) Directly to participants or beneficiaries, including direct rollovers	2d(1) 86,217,436	
(2) To insurance carriers for the provision of benefits	2d(2)	
(3) Other	2d(3)	
(4) Total benefit payments. Add lines 2d(1) through (3)	2d(4)	86,217,436
f Corrective distributions (see instructions)	2f	
g Certain deemed distributions of participant loans (see instructions)	2g	
h Interest expense:		
(1) Administrative expenses: (A) Professional fees	2h 860,713	
(B) Contract administrator fees	2h(1)	
(C) Investment advisory and management fees	2h(2) 1,372,771	
(D) Total administrative expenses. Add lines 2h(1) through (3)	2h(3) 1,649,012	
(2) Total interest expense. Add all interest expense amounts in column (a) and enter total	2h(4)	3,882,496
j Total expenses. Add all expense amounts in column (b) and enter total	2j 90,099,932	
Net Income and Reconciliation		
k Net income (loss). Subtract line 2j from line 2c	2k	57,974,980
l Transfers of assets:		
(1) To this plan	2l(1)	
(2) From this plan	2l(2)	

Part III Accountant's Opinion

3 Complete lines 3a through 3c if the opinion of an independent qualified public accountant is attached to this Form 5500. Complete line 3d if an opinion is not attached.

a The attached opinion of an independent qualified public accountant for this plan is (see instructions):

(1) Unqualified (2) Qualified (3) Disclaimer (4) No

b Did the accountant perform a limited scope audit pursuant to 29 CFR 2520.103-8 and/or 103-12a(f)? Yes No

c Enter the name and EIN of the accountant(s) for accounting firm below:

(1) Name: **BUCHHEIDER TUNICK & CO., LLP** (b) EIN: **13-1578844**

d The opinion of an independent qualified public accountant is not attached because:

(1) This form is filed for a CCT, PSA, or MTA. (2) It will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-5.

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Part IV Compliance Questions

4 CCTs and PSAs do not complete Part IV. MTAs, 103-12 IEs, and GIAs do not complete 4e, 4f, 4g, 4h, 4k, 4m, 4n, or 5. 103-12 IEs also do not complete 4j and 4l. MTAs also do not complete 4l.

	Yes	No	Amount
a Was there a failure to transmit to the plan any participant contributions within the time period described in 29 CFR 2510.3-102? Continue to answer "Yes" for any prior year failures until fully corrected. (See Instructions and DOL's Voluntary Fiduciary Correction Program.)	4a	X	
b Were any loans by the plan or bond income obligations of the plan in default as of the close of the plan year or classified during the year as uncollectible? Disregard participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part I if "Yes" is checked.)	4b	X	
c Were any losses to which the plan was a party in default or classified during the year as uncollectible? (Attach Schedule G (Form 5500) Part II if "Yes" is checked.)	4c	X	
d Were there any non exempt transactions with any party-in-interest? (Do not include transactions reported on line 4a. Attach Schedule G (Form 5500) Part III if "Yes" is checked.)	4d	X	
e Was this plan covered by a fidelity bond?	4e	X	5,000,000
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	4f	X	
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	4g	X	
h Did the plan receive any noncash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	4h	X	
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	4i	X	
j Were any plan transactions or series of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	4j	X	
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan, or brought under the control of the PBGC?	4k	X	
l Has the plan failed to provide any benefit when due under the plan?	4l	X	
m If it is an individual account plan, was there a blackout period? (See instructions and 29 CFR 2520.101-3.)	4m	X	
n If 4m was answered "Yes," check the "Yes" box if you either provided the required notice or one of the exceptions to providing the notice applied under 29 CFR 2520.101-5.	4n	X	

5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year. Yes No Amount:

5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)

(b)(1) Name of plan(s)	(b)(2) ERISA	(b)(3) PRA

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M.E.B.A. Pension Trust — 401 (k) Plan — 2012

SUMMARY ANNUAL REPORT FOR THE MEBA VACATION PLAN - ATLANTIC, GULF AND PACIFIC COASTS

This is a summary of the annual report of the MEBA Vacation Plan (“Plan”) - Atlantic, Gulf and Pacific Coasts, EIN 13-6271916, Plan No. 503, for the period January 1, 2010 through December 31, 2010. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was \$1,518,425 as of December 31, 2010, as compared to \$2,108,607 as of January 1, 2010. During the Plan year, the Plan experienced a decrease in its net assets of (\$590,182). The decrease includes unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of \$62,695,284, including employer contributions of \$61,109,667, realized gains of \$168,394 from the sale of assets, earnings from investments of \$1,412,565 and other income of \$4,658.

Plan expenses were \$63,285,466. These expenses included \$2,173,011 in administrative expenses and \$61,112,455 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Information regarding any common or collective trusts, pooled separate accounts; master trusts or 103-12 investment entities in which the Plan participates

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be \$3.75 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.



SCHEDULE H (Form 5500) **Financial Information** OMB No. 1510-0010

Department of the Treasury Internal Revenue Service

This schedule is required to be filed under section 104 of the Employee Retirement Income Security Act of 1974 (ERISA), and section 6050(a) of the Internal Revenue Code (the Code).

File as an attachment to Form 5500.

This Form is Open to Public Inspection

For calendar plan year 2010 or fiscal plan year beginning 01/01/2010 and ending 12/31/2010

2010

Three-digit plan number (PIN) 503

Employer Identification Number (EIN) 13-6271916

Part I Asset and Liability Statement

1 Current value of plan assets and liabilities at the beginning and end of the plan year. Combine the value of plan assets held in more than one trust. Report the value of the plan's interest in a common fund containing the assets of more than one plan on a line-by-line basis unless the value is reportable on lines 1e(1) through 1e(4). Do not enter the value of that portion of an insurance contract which guarantees, during the plan year, to pay a specific dollar benefit at a future date. Round off amounts to the nearest dollar. MTAs, COTs, PSAs, and 103-12 ES do not complete lines 1a(1), 1b(2), 1e(1), 1g, or 1i. COTs, PSAs, and 103-12 ES also do not complete lines 1d and 1e. See instructions.

Assets	(a) Beginning of Year	(b) End of Year
a Total noninterest-bearing cash	598800	520196
b Receivables (less allowance for doubtful accounts):		
(1) Employer contributions	9619199	9740411
(2) Participant contributions		
(3) Other	571598	631549
c General Investments:		
(1) Interest-bearing cash (incl. money market accounts & certificates of deposit)	9433005	463767
(2) U.S. Government securities	856539	9010964
(3) Corporate debt instruments (other than employer securities):		
(A) Preferred	7292474	6533777
(B) All other		
(4) Corporate stocks (other than employer securities):		
(A) Preferred		
(B) Common		
(5) Participant/agent venture interests		
(6) Real estate (other than employee real property)		
(7) Loans (other than to participants)		
(8) Participant loans		
(9) Value of interest in common/collective trusts	2300538	2445469
(10) Value of interest in pooled separate accounts		
(11) Value of interest in money market investment securities	7650187	6927748
(12) Value of interest in "103-12 investment" entities		
(13) Value of interest in registered investment companies (e.g., mutual funds)	3509661	5608374
(14) Value of funds held in insurance co. general account, qualified annuity contracts		
(15) Other		

Part II Income and Expense Statement

2 Plan income, expenses, and changes in net assets for the year. Include a net income and expense of the plan, including any trust(s) or separately maintained funds) and any payments/receipts from insurance carriers. Round off amounts to the nearest dollar. MTAs, COTs, PSAs, and 103-12 ES do not complete lines 2a, 2b(1)(B), 2c, 2f, and 2g.

Income	(a) Amount	(b) Total
a Contributions:		
(1) Received or receivable in cash from: (A) Employers	61109667	
(B) Participants		
(C) Others (incl. rolling rollovers)		
(2) Non-cash contributions		61109667
b Earnings on investments:		
(1) Interest:		
(A) Interest-bearing cash (including money market accounts and certificates of deposit)	63	
(B) U.S. Government securities	0	
(C) Corporate debt instruments	575902	
(D) Loans (other than to participants)		
(E) Participant loans		
(F) Other	45606	
(2) Total Interest. Add lines 2b(1)(A) through (F)		621571
(3) Dividends: (A) Preferred stock		
(B) Common stock		
(C) Registered investment company shares (e.g., mutual funds)		
(4) Total dividends. Add lines 2b(3)(A), (B), and (C)		
(5) Net gain (loss) on sale of assets: (A) Aggregate proceeds	17753780	
(B) Aggregate carrying amount (see instructions)	17853386	
(C) Subtract the 2b(1)(B) from line 2b(4)(A) and enter result		169394

Part III Accountant's Opinion

3 Complete lines 3a through 3c if the opinion of an independent qualified public accountant is attached to this Form 5500. Complete line 3d if an opinion is not attached.

a The attached opinion of an independent qualified public accountant for this plan is (see instructions):

(1) Unqualified (2) Qualified (3) Disclaimer (4) Adverse

b Did the accountant perform a limited scope audit pursuant to 29 CFR 2520.103-3 and/or 103-12(a)? Yes No

c Enter the name and EIN of the accountant for accounting firm below: (a) Name: **BUCHHEIMER TUNICK & CO., LLP** (b) EIN: **13-1578842**

d The opinion of an independent qualified public accountant is not attached because:

(1) This form is filed for a COT, PSA, or MTA. (2) It will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-5c.

1 d Employer generated investments:

	(a) Beginning of Year	(b) End of Year
(1) Employer securities		
(2) Employer real property		
(3) Buildings and other property used in plan operation	16044	15953
f Total assets (add all amounts in lines 1a through 1e)	41058345	41898208

Liabilities

	(a) Beginning of Year	(b) End of Year
g Benefit claims payable	37376247	39210158
h Operating payables	1372491	1169625
i Acquisition indebtedness		
j Other liabilities		
k Total liabilities (add all amounts in lines 1g through 1j)	38949738	40379783
Net Assets		
l Net assets (subtract line 1k from line 1f)	2108607	1518425

Part IV Compliance Questions

4 COTs and PSAs do not complete Part IV. MTAs, "103-12" ES, and QIAEs do not complete 4a, 4e, 4f, 4g, 4h, 4i, 4m, 4n, or 5.

103-12 ES do not complete 4j and 4k. MTAs also do not complete 4l.

During the plan year:

	Yes	No	Amount
a Was there a failure to transmit to the plan any participant's contributions within the time period described in 29 CFR 2510.3-102? Continue to answer "Yes" for any prior year failure not fully corrected. (See instructions and DOL's Voluntary Fiduciary Correction Program.)		X	
b Were any loans by the plan or from income obligations (not the plan in default as of the close of the plan year or classified during the year as uncollectible)? Disregard participant loans secured by participant's account balance. (Attach Schedule G (Form 5500) Part III "Yes" is checked.)	X		
c Were any loans to which the plan was a party in default or checked during the year as uncollectible? (Attach Schedule G (Form 5500) Part III "Yes" is checked.)	X		
d Were there any nonexempt transactions with any party-in-interest? (Do not include transactions reported on line 4a. Attach Schedule G (Form 5500) Part III if "Yes" is checked.)	X		
e Was this plan covered by a fidelity bond?	X		5000000
f Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty?	X		
g Did the plan hold any assets whose current value was neither readily determinable on an established market nor set by an independent third party appraiser?	X		
h Did the plan receive any non-cash contributions whose value was neither readily determinable on an established market nor set by an independent third party appraiser?	X		
i Did the plan have assets held for investment? (Attach schedule(s) of assets if "Yes" is checked, and see instructions for format requirements.)	X		
j Were any plan transactions or items of transactions in excess of 5% of the current value of plan assets? (Attach schedule of transactions if "Yes" is checked and see instructions for format requirements.)	X		
k Were all the plan assets either distributed to participants or beneficiaries, transferred to another plan, or brought under the control of the PBGC?	X		
l Has the plan failed to provide any benefit when due under the plan?	X		
m If this is an individual account plan, was there a blackout period? (See instructions and 29 CFR 2520.101-3.)	X		
n If 4m was answered "Yes," check the "Yes" box if you either provided the required notice or one of the exceptions to providing the notice specified under 29 CFR 2520.101-3.	X		

5a Has a resolution to terminate the plan been adopted during the plan year or any prior plan year? If yes, enter the amount of any plan assets that reverted to the employer this year. Yes No Amount:

5b If, during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)

Plan Name	EB(2) EIN(s)	EB(1) EIN(s)

832001 01-12-10

832001 01-12-10

	(a) Amount	(b) Total
2b (5) Unrealized appreciation (depreciation) of assets: (A) Real estate		
(B) Other	249944	
(C) Total unrealized appreciation of assets. Add lines 2b(5)(A) and (B)		249944
g Net investment gain (loss) from common/collective trusts		141042
(7) Net investment gain (loss) from pooled separate accounts		
(8) Net investment gain (loss) from master-trust investment accounts		64856
(9) Net investment gain (loss) from "103-12 investment" entities		
(10) Net investment gain (loss) from registered investment companies (e.g., mutual funds)		332132
c Other income		4658
d Total income. Add all income amounts in column (b) and enter total		62695284
Expenses		
e Benefit payment and payments to provide benefits:		
(1) Directly to participants or beneficiaries, including direct rollovers	6112455	
(2) To insurance carriers for the provision of benefits		
(3) Other		
(4) Total benefit payments. Add lines 2e(1) through (3)		6112455
f Corrective distributions (see instructions)		
g Certain deemed asset loss of participant loans (see instructions)		
h Interest expense		
i Administrative expenses: (1) Professional fees	95924	
(2) Contract administrator fees		
(3) Investment advisory and management fees	54195	
(4) Other	2022892	
(5) Total administrative expenses. Add lines 2i(1) through (4)		2173011
j Total expenses. Add all expense amounts in column (b) and enter total		63285166
Net Income and Reconciliation		
k Net income (loss). Subtract line 2j from line 2d		-596182
l Transfers of assets:		
(1) To this plan		
(2) From this plan		

Part III Accountant's Opinion

3 Complete lines 3a through 3c if the opinion of an independent qualified public accountant is attached to this Form 5500. Complete line 3d if an opinion is not attached.

a The attached opinion of an independent qualified public accountant for this plan is (see instructions):

(1) Unqualified (2) Qualified (3) Disclaimer (4) Adverse

b Did the accountant perform a limited scope audit pursuant to 29 CFR 2520.103-3 and/or 103-12(a)? Yes No

c Enter the name and EIN of the accountant for accounting firm below: (a) Name: **BUCHHEIMER TUNICK & CO., LLP** (b) EIN: **13-1578842**

d The opinion of an independent qualified public accountant is not attached because:

(1) This form is filed for a COT, PSA, or MTA. (2) It will be attached to the next Form 5500 pursuant to 29 CFR 2520.104-5c.

832001 01-12-10

832001 01-12-10



Faces around the Fleet



AFL-CIO affiliates at a postal service rally at the Hawaiian State Capitol in support of House Resolution 1351. Pictured are MM&P Rep Randy Swindell, M.E.B.A. HNL Rep Luke Kaili, and local Hawaiian Postal Workers.



New Orleans Patrolman Wilson Johns presenting **USNS SHUGHART** Officer In Charge Brian Patton a collection of swag in appreciation of his \$2,200.00 check to the union's PAF. Brother Patton is long time contributor to the PAF.

Photo Credit to M.E.B.A. WSF Member Dave Shaw.



M.E.B.A. supports the ILWU local 21 chapter in October during its dispute with EGT over hiring union workers at the Port of Longview. Pictured are WSF C/E Ken Farley, M.E.B.A. WSF Rep. Bill Knowlton, M.E.B.A. Seattle Patrolman Jeff Duncan, and Jeff's son Luke Duncan.



At the September postal service rally in Hawaii are MFOW Agent Bonny Coloma, SUP Agent Mike Diedrick, SIU Patrolman Warren Asp, MM&P pensioner Boris Bode, M.E.B.A. HNL Rep Luke Kaili, and Boilermakers Union Trustee Gary Aycock.



Photo Credit to M.E.B.A. WSF Member Dave Shaw.

M.E.B.A. WSF Rep. Bill Knowlton, M.E.B.A. Seattle Branch Agent Dave Nashif, M.E.B.A. Seattle Patrolman Jeff Duncan, Luke Duncan, and WSF C/E Ken Farley supporting the ILWU during their fight with EGT over hiring union workers for the Port of Longview.



M.E.B.A. attended the Labor Day Labor Unity picnic held at the Waikiki Shell, in Hawaii. It was organized by the Hawaii Building and Construction Trades Council in collaboration with its membership which consists of various construction trade unions statewide and other AFL-CIO members. Over 25 Local Unions as well as their families were united on this fun filled day. Pictured are M.E.B.A. HNL Rep. Luke Kaili, AFGE Rep. Lisa Marie, Hawaiian Congresswoman Mazie Hirono, and MM&P Rep. Randy Swindell at the Labor Day Unity Picnic held at Waikiki Shell.



Shipping Shorts

Military Sealift Command Reorganizes to Increase Efficiency

The U.S. Navy's Military Sealift Command (MSC) announced an organization re-alignment designed to increase efficiency while maintaining effectiveness. MSC is implementing the plan to realign three core aspects of the Washington, DC,-based command's shore side operations: the roles of three of the command's Senior Executive Service personnel, the number and structure of programs that conduct the command's seagoing missions, and the reporting structure of several field activities.

MSC is repositioning three of its key Senior Executive Service members to better manage this new program structure. One SES will be the program executive over MSC's government-operated ships, a second SES will be the program executive over contract-operated ships, and a third SES will oversee total force manpower management for MSC worldwide. According to Rear Admiral Mark H. Buzby, USN Commander Military Sealift Command, Ms. Eileen Roberson has been appointed to the position of director, total force management. The responsibilities she will assume include all of our human resources functions for civilians and military afloat and ashore, our newly acquired responsibilities for human resource operations, and our medical detachment in support of our civilian mariners. Mr. Jack Taylor has been appointed to the position of director of government operated ships and has overall program responsibility for all government-operated ships. Mr. Chris Thayer has been appointed to the position of director of contractor operated ships and has overall

responsibility for those vessels. Existing program management and class management functions will align under one of these two lines of business.

To increase effectiveness in MSC's operations, the command is also realigning two of its four mission-driven programs and adding a fifth. The new program structure is:

Combat Logistics Force: Includes the 32 government-operated fleet underway replenishment ships from the former Naval Fleet Auxiliary Force (NFAF): dry cargo/ammunition, fast combat support, ammunition, and fleet replenishment oilers.

Service Support: This new program is composed of four government-operated ships formerly in the Special Mission program (two submarine tenders, one command ship and one cable laying and repair ship), as well as 10 government-operated ships formerly from NFAF (hospital ships, fleet ocean tugs, and rescue and salvage ships).

Special Mission: Maintains all of its 24 contract-operated ships: missile range instrumentation, ocean surveillance, submarine and special warfare support, oceanographic survey and navigation test support.

Prepositioning: Maintains its current inventory of 31 ships

Sealift: Maintains its current inventory of 16 ships

In addition, MSC's 12 worldwide MSC Ship Support Units, which previously reported to MSC's Military Sealift Fleet Support Command in Norfolk, Va., will now report to the MSC operational area command in their respective areas of responsibility. MSC's area commands are MSC Atlantic in Norfolk, Va.; MSC Pacific in San Diego; MSC Europe and

Africa in Naples, Italy; MSC Central in Bahrain; and MSC Far East in Singapore.

MSC will also establish a competency-based support structure to provide the technical knowledge, skills and abilities to the two program executives. Functions such as human resources, logistics, engineering, information technology and others will be competency aligned in support of the programs.

"This realignment is not as sweeping as some past efforts, but I believe it is necessary to keep MSC agile and well positioned to meet the significant challenges that will be asked of our command in the near future," said Rear Admiral Mark H. Buzby, USN Commander Military Sealift Command. "Together, we will continue to deliver - anytime, any ocean."

USCG Notice on Implementation of 2010 STCW Amendments

The Coast Guard has published a notice in the Federal Register announcing steps for implementation of the 2010 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, (STCW) concerning hours of rest and security-related training requirements. Because the final rule implementing the 2010 amendments to the STCW was not published before the January 1, 2012 entry into force date, there was a need to provide guidance on implementation of the amendments related to these requirements, which impact US vessels and seafarers. This notice applies to all vessels subject to STCW under current regulations.



The Federal Register notice and related materials may be reviewed online at <http://www.gpo.gov/fdsys/pkg/FR-2012-01-04/pdf/2011-33818.pdf>. For more information on this notice, please contact Ms. Mayte Medina at (202) 372-1406 or Mayte.Medina2@uscg.mil.

USMMA Begins Strategic Planning Process

The United States Merchant Marine Academy (USMMA) began work on a comprehensive strategic plan that will develop long-term objectives and institutional goals in January. The USMMA will undergo its next accreditation evaluation in 2016 and a core requirement of American higher education accreditation is that an academic institution has a current strategic plan.

“The US Merchant Marine Academy is one of my top priorities,” said US Transportation Secretary Ray LaHood. “This plan will provide a road map to help us better prioritize investments

and help the Academy provide a first class education for all Kings Point midshipmen.”

The strategic planning process will be led by USMMA Acting Superintendent Shashi Kumar. During the first part of this multi-phased effort, the Academy will work with the John A. Volpe National Transportation Systems Center in Cambridge, MA to lay out a formal planning process. Over the next few weeks, Volpe staff members will work with key internal stakeholders to identify the range of issues and critical questions that should be addressed in the strategic plan.

After a formal approach is finalized, the Academy led team will begin a comprehensive outreach effort to the maritime industry and other stakeholders to ensure the Academy’s strategic plan addresses the Academy’s statutory mission, the needs of the maritime industry, and American higher education accreditation expectations.

“This plan will provide the strategic vision for the Academy and strengthen our ability to attract a talented and diverse student body to serve the maritime needs of the nation” said USMMA Interim Superintendent Shashi Kumar.

The Mission of the United States Merchant Marine Academy is to graduate Merchant Marine officers and leaders of honor and integrity who serve the maritime industry and Armed Forces and contribute to the economic, defense and homeland security interests of the United States.

Obama Makes Recess Appointments to Labor Board

In early January, President Barack Obama maneuvered around the Republican party to add three recess appointments to the National Labor Relations Board (NLRB). The appointments include Sharon Block, Terence F. Flynn and Richard Griffin. Block and Griffin are Democrats, and Flynn is a Republican.



Faces around the Fleet



Matson Port Engineer Peter Gedney checking out the shipping board before attending a recent union meeting in the Oakland Hall.



M.E.B.A. member Aaron Don, Oakland Patrolman Pat Anderson, and member Jim Anderson at the Giants MLB game during San Francisco Labor council night.



Photo Credit: NOLA Patrolman Wilson Johns.

Captain John Hasson and Jack Rowell at Hasson’s retirement party at the World Famous Vaughn’s in the Bywater neighborhood of New Orleans. Hasson retired off the **CAPE KENNEDY** in November, and helped to create an excellent reputation of the vessels amongst his fellow seafarers.

“The American people deserve to have qualified public servants fighting for them every day — whether it is to enforce new consumer protections or uphold the rights of working Americans,” Obama said in a statement. “We can’t wait to act to strengthen the economy and restore security for our middle class and those trying to get in it, and that’s why I am proud to appoint these fine individuals to get to work for the American people.”

Despite warnings from Senate Republicans about making recess appointments to the Board Obama defied them while gaining praise and support from Democrats and Richard Trumka, the president of the AFL-CIO.

The NLRB would have been inoperative this year because of the three unfilled board slots. Without these appointments, the NLRB would have lacked the three-member quorum needed for it to issue rules and regulations.

Republicans are unhappy with the appointments. Senate Minority Leader Mitch McConnell (KY) stated that Obama had set a “terrible precedent”, which would allow future presidents to cut the Senate out of the confirmation process completely. Two of Obama’s appointments, Block and Griffin, were sent to the Senate two days before the chamber was scheduled to adjourn last month. The president’s recess appointments allowed him to bypass the usual confirmation hearings and vetting by Senate committees. Many business groups are also looking into legal recourse that they can take against the appointments.

While this move puts Obama at odds with the GOP lawmakers and business groups it is a win for union workers.

New Alternate Location Training & Reimbursement of Tuition Application Form

The Alternate Location Training Application and Reimbursement of Tuition forms have been combined into

one new form. This change was done to reduce paperwork for the members applying for training other than at CMES. The new form may be found on the Applications page of the school’s website <http://www.mebaschool.org/> admissions. Please discard any previous versions of both forms.

NOTE: Remember, members wanting to take the Dynamic Positioning Operator, Helicopter Egress, and/or the Safe Gulf Courses MUST contact the Houston Union Hall prior to making his/her application.

USCG Eases TWIC Requirements for Thousands of Mariners

In December, the Coast Guard announced publication of a policy letter that exempts a number of mariners from the requirement to obtain a Transportation Worker Identification Credential when renewing or obtaining a Coast Guard-issued merchant mariner credential.

The policy letter, effective as of Tuesday, provides immediate relief for mariners who otherwise would need to obtain a TWIC to get or renew their Merchant Mariner Credential. The policy letter also provides the Coast Guard with an expedient means to comply with a portion of the requirements set forth in Section 809 of the Coast Guard Authorization Act of 2010.

“These changes eliminate the TWIC requirement for mariners who operate vessels not required to have a vessel security plan or who are not actively sailing on their merchant mariner credential” said Captain Eric Christensen, Chief of the Office of Vessel Activities in Washington, DC. “This policy letter solution uses Coast Guard resources and capabilities to lessen the impact on an estimated 60,000 mariners while we work on a regulatory solution to address the full scope of Section 809.”

Prior to the Coast Guard Authorization Act of 2010 becoming law, all mariners

holding a Coast Guard-issued merchant mariner credential were also required to obtain and hold a valid TWIC. Section 809 of the Act, however, permits the Coast Guard to exempt any mariner not requiring unescorted access to a secure area of a vessel from the requirement to hold a valid TWIC as a precondition of receiving a merchant mariner credential.

The policy letter can be viewed at https://homeport.uscg.mil/cgi-bin/st/portal/uscg_docs/MyCG/Editorial/20111220/CG-543%20Policy%20Letter%2011-15.pdf?id=32fb3011165e722927159a27a8dd6d54349fb0.

MTAD now Available to all MTPS

The National Maritime Center (NMC) has announced it has finished testing on the Mariner Training and Assessment Data program (MTAD). The program is now available for Mariner Training Providers (MTP)s.

The NMC envisions a Merchant Mariner Secure Electronic Application System that provides a single point of entry for the maritime industry in support of the Merchant Mariner Credentialing process. The program will let designated maritime school representatives enter student course completion information via the Coast Guard’s “Homeport” website. Course completion information can then be merged with the mariner’s electronic record and will be readily available to NMC evaluators when mariners are applying for Coast Guard issued Merchant Mariner Credentials. Paper copies of course completion certificates will continue to be accepted for evaluation purposes.

To register for a Homeport account, please submit an email request to NMCMTAD@USCG.MIL. Email account requests must contain a scanned letter on school letterhead designating school representatives who require accounts (those who will be conducting data entry). Include

position/title, email address and phone number for these personnel. The letters must be signed by the school president, director, CEO or similar school official. Registered users will receive an email containing a username and password with a link to the Homeport website. Included in the email is a link to a user's guide related to MTAD functions. Please allow five business days for processing of account requests. For additional information, please contact the NMC MTAD Administrators at NMCMTAD@USCG.MIL.

USCG Random Drug Testing Rate for Covered Crewmembers

The US Coast Guard has set the calendar year 2012 minimum random drug testing rate at 50 percent of covered crewmembers. The minimum random drug testing rate is effective January 1, 2012 through December 31, 2012. Marine employers must submit their 2011 Management Information System (MIS) reports no later than March 15, 2012. The Coast Guard may lower this rate if, for two consecutive years, the drug test positive rate is less than 1.0 percent, in accordance with 46 CFR part 16.230(f)(2). MIS data for 2010 indicates that the positive rate is less than one percent industry-wide (0.740 percent). This is the first year ever that the positive rate has been below 1% for the marine transportation industry.

Annual MIS reports may be submitted to Commandant (CG-545), US Coast Guard Headquarters, 2100 Second Street SW., STOP 7561, Washington, DC 20593-7581 or by electronic submission to the following Internet address: <http://homeport.uscg.mil/Drugtestreports>. For questions about this notice, please contact Mr. Robert C. Schoening, Drug and Alcohol Program Manager, Office of Investigations and Casualty Analysis (CG-545), U.S. Coast Guard Headquarters, telephone (202) 372-1033. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program

Manager, Docket Operations, telephone (202) 366-9826.

Horizon Lines Stockholders Approve 1-For-25 Reverse Stock Split

Horizon Lines, Inc. announced that stockholders at the company's special stockholders meeting on December 2, 2011, voted to approve, among other things, a 1-for-25 reverse stock split.

Stockholders also approved the other three proposals presented at the special meeting. They approved amending the company's certificate of incorporation to authorize the issuance of warrants in lieu of cash or redemption notes in consideration for "Excess Shares" to holders who cannot establish US citizenship to facilitate compliance with the Jones Act. Stockholders also approved the company's restated certificate of incorporation to combine into one document all of the provisions of the prior certificate of incorporation, the elimination of certain inapplicable provisions and the amendments approved by stockholders at the special stockholders meeting. Additionally, stockholders approved the company's proposal to increase the authorized number of shares to 2.5 billion from 100.0 million; however, the share increase proposal would only have become effective if the reverse stock split had not been approved by stockholders.

Approximately 83.4 percent of the company's 56.6 million shares eligible to vote were represented in the voting, which was open to stockholders of record as of October 7, 2011. With the proposals passed, the company on December 7, 2011, filed its restated certificate of incorporation to, among other things, effect the 1-for-25 reverse stock split. The reverse stock split reduces the number of shares of common stock outstanding to 2.3 million from 56.7 million.

As previously disclosed, the company's recapitalization plan announced in October allows, in certain circumstances, Horizon Lines to

reduce outstanding debt by \$49.7 million in January by mandatorily converting a portion of the 6.00 percent convertible Series B notes for common stock or warrants at \$18.25 per share (post split). Horizon Lines also has the opportunity to reduce debt by another \$49.7 million in July 2012 by issuing equity or warrants at \$18.25 per share (post split) through a mandatory conversion of the Series B notes, provided certain conditions are satisfied. Additionally, beginning October 5, 2012, the company has the right to convert, at its option, in whole or in part, into common stock or warrants approximately \$178.8 million of 6.00 percent Series A convertible notes, provided that the 30-trading-day, volume-weighted average price of the common stock is at least \$15.75 (post split) per share at the conversion date.

CSA Announces New Member Maersk Line, Limited

The Chamber of Shipping of America (CSA) announced in December that Maersk Line, Limited has been unanimously elected to membership.

Joseph J. Cox, President of CSA said, "We are very pleased to have a quality operator like Maersk Line, Limited join our association. They have been operating various types of ships for a number of years and are well regarded among their colleagues in the industry. All of us in the maritime community take use and stewardship of the oceans very seriously and Maersk Line, Limited's concerns with safety, protection of the marine environment and efficient operation for their customers dovetail very well with CSA's mission and vision statements. We welcome them into our association and look forward to working with them on issues affecting our industry."

Maersk Line, Limited's President and CEO, John F. Reinhart, when informed of the election, stated, "We are honored to be unanimously elected to membership in the Chamber of Shipping of America. CSA is a great organization and is addressing a large

number of important issues facing our industry including numerous safety and environmental initiatives. We look forward to being an active and productive member of the association.”

USMMA Transfers T/V KINGS POINTER to Texas A&M University

The US Merchant Marine Academy (USMMA) and the US Department of Transportation announced in December the transfer of the **T/V KINGS POINTER** to Texas A&M University in Galveston.

The transfer facilitates the upcoming reconstruction of Mallory Pier, the Academy’s main ship docking facility. The Mallory Pier project has been in the planning stages for several years, and work is now scheduled to begin in early 2012. The project will take 12 to 18 months, during which time there will be no docking facilities available to tie up vessels as large as the **T/V KINGS POINTER**.

In addition, Academy leadership has determined that the **T/V KINGS POINTER** no longer meets its training needs in a cost effective manner. Currently, USMMA midshipmen obtain the sea time needed for their U.S. Coast Guard license aboard commercial merchant ships, and only use Academy training craft, like

the **KINGS POINTER**, for basic familiarization, ship handling and seamanship instruction. The **T/V KINGS POINTER** can be more cost effectively used in the maritime training curriculum at Texas A&M University, which is dependent upon a dedicated school ship. The Academy will use other vessels, such as the TV LIBERATOR, for midshipman training until a new vessel is acquired.

In her 19 years at the Academy, the **T/V KINGS POINTER** has traveled over 100,000 miles along the inland and offshore waters of the East Coast and provided over 75,000 sea days of midshipman training. She gained worldwide attention on October 31, 1999, when she was the first vessel to arrive at the crash site of Egypt Air Flight 990, which crashed in the waters off Nantucket Island, Massachusetts, killing 217 passengers and crew. The ship was on a routine training cruise from Kings Point, New York to Boston, when she responded to a marine distress call.

In addition to training Academy midshipmen, the **T/V KINGS POINTER** has been used for Merchant Marine safety and maritime security training and for officer and enlisted training by every branch of the Armed Forces. In addition, it has been used for training new recruits of the

National Oceanic and Atmospheric Administration’s Officer Corps. The ship has hosted Secretaries of Transportation, Senators and Congressmen, military personnel, and thousands of Merchant Marine veterans, Academy alumni, parents and other visitors. She also served as the Department of Transportation’s official platform for the 2000 Tall Ships Parade in New York Harbor, and has represented the Academy and the American Merchant Marine at countless maritime festivals and port calls from Maine to Florida.

New Book Documenting Momentous 1981 PATCO Strike

Flanked by two of the air traffic controllers who lost their jobs during the momentous 1981 PATCO strike, Georgetown University professor Joseph McCartin enraptured a packed room at AFL-CIO Headquarters in Washington D.C. while cataloguing the action that had colossal ramifications for the labor movement. Professor McCartin discussed his definitive book on the strike entitled *Collision Course: Ronald Reagan, the Air Traffic Controllers, and the Strike That Changed America*. Also in attendance were AFL-CIO President Richard Trumka, Ken Moffett, who headed up the Federal Mediation and Conciliation Service during the strike and former PATCO President John Leyden who had successfully led the organization for a decade before Robert Poli took over in 1980.

Poli reasoned that a PATCO strike was the best avenue to alleviate dangerous working conditions, improve dated equipment and raise wages during those inflationary times. While John Leyden had built bridges among the labor community and stressed solidarity with other unions, Poli had more of a go-it-alone attitude. He felt that PATCO was strong enough to take on the Federal government by itself and too indispensable to dismiss.

The Professional Air Traffic Controllers Organization had been affiliated with the M.E.B.A. since the early 1970s.



Photo Credit to <http://usmmawaterfront.blogspot.com/>

Kings Pointer departing New York Harbor on its way to Texas Maritime.

Then-M.E.B.A. President Jesse Calhoun urged PATCO not to go ahead with the strike saying that the political climate was not right for success. That advice was ignored and Poli ordered the strike in August 1981 despite a federal no-strike clause in the contract. As you know, Ronald Reagan gave them 48 hours to return to work or be terminated. About 1,650 controllers heeded the warning but over 11,500 were fired and forbidden to work for the federal government for life.

With a tremendous amount of research in hand, Joe McCartin expertly dissects the causes of the strike and documents the event and its aftermath in a more even-handed and reasoned account than has ever been undertaken. Professor McCartin noted, “Never before had

the nation faced union busting on this scale...private-sector employers applauded [Reagan’s] action and followed his example. It broke the moral barriers and constraints against replacing workers who strike. It made union-busting not only respectable, but kind of a litmus test for politicians.”

Indeed, in the 30 years following the failed strike, such labor actions involving 1,000 or more workers dipped by 95% and the impact of unions has thus been moderated. “We used to look at collective bargaining as the bulwark of the middle class,” Professor McCartin noted. “The inability to use collective bargaining’s most powerful tool—the strike—is a major factor in the growth of income inequality.”

The book is available from all booksellers and can be purchased on Amazon.com as well.

Electrical Self-Assessment Test

Are you qualified to take the Marine Electrical Propulsion, Electrical Troubleshooting, Industrial Electronics, or Programmable Logic Controllers courses? If you aren’t sure, an Electrical Self-Assessment Test is available on the school’s website. The upper level electrical and electronics courses offered at CMES include only very brief reviews or no review at all of basic electrical concepts. Entrants for these courses are expected to possess a basic electrical knowledge.

This exam is intended to be a self-assessment in order to determine your level of competence in the areas of fundamental electrical concepts and use of basic test equipment. It is the responsibility of the prospective student to objectively determine whether he or she currently has the knowledge and skills necessary for entry into the upper level courses listed above. This exam will aid in making that determination.

The Electrical Self-Assessment Test may be found on the school’s website in the dropdown list for the Curriculum link. <http://www.mebaschool.org/curriculum/electrical-test>

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

On December 6, 2011, the M.E.B.A. hosted a breakfast event for Congresswoman Colleen Hanabusa (HI) at HQ. M.E.B.A. and AMC staff was able to inform Rep. Hanabusa about important issues facing the industry. They were pleased to find that not only is the Congresswoman supportive of the industry, she is also well educated concerning maritime issues and the role of the US Merchant Marine to her state and the country as a whole.

Rep. Hanabusa expressed that she believes the Pacific Ocean has great expansion potential for the US military

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A WORD FROM MICHAL FRASER
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and the maritime industry as a whole. She promised to continue to support the Jones Act and help educate other members of Congress about why it is so important to the economy and security of the US. She expressed that she wanted the nation once again have a strong maritime base and a focus on creating and exporting American –made goods. She also promised to help support and promote maritime in conversations concerning transportation spending and investment on the hill.

The Congresswoman serves on the Armed Services and Natural Resources Committees. She sits on the Oversight and Investigations; Readiness; Indian and Alaska Native Affairs; and Fisheries, Wildlife, Oceans and Insular Affairs subcommittees. Before serving in the US House of Representatives, Rep. Hanabusa was formerly a member of the Hawaii Senate, where she represented Hawaii's 21st District. Before beginning her political career, she practiced labor law with one of her biggest clients being the International Longshore and Warehouse Union.

Sen. Ayotte Introduced Legislation to Reduce TWIC Red Tape

U.S. Senator Kelly Ayotte (NH) introduced legislation in December that would reform the burdensome enrollment process of the Department of Homeland Security's Transportation Worker Identification Card (TWIC) program. Under current rules, merchant mariners, port employees, truck drivers, and other workers are required to make repeated visits to a TWIC enrollment center in order to apply for and obtain credentials.

Senator Ayotte's legislation would direct the Secretary of Homeland Security to reform the TWIC enrollment process to require only one in-person visit to an enrollment center. Companion legislation has been introduced in the US House of Representatives by Rep. Steve Scalise (LA).

Senator Ayotte raised concerns about the TWIC enrollment process during a Commerce Committee hearing in May

in questions she posed to Transportation Security Administration Administrator John Pistole. During the hearing, Senator Ayotte also expressed concerns regarding the results of a Government Accountability Office (GAO) report that uncovered serious deficiencies in the TWIC program, which have raised doubts about its overall effectiveness. GAO investigators were able to access secure facilities at US ports during covert tests using counterfeit or fraudulent TWIC cards. GAO also found that program controls in place are ill equipped to positively identify or confirm an individual's identity. Senator Ayotte is continuing to press for additional reforms to close the critical security gaps identified by GAO.

TWIC Error Could Result In Cards Being Rejected

The Transportation Security Administration (TSA) issued a notice stating that 26,000 cardholders could have their cards rejected by an electronic reader because of an encoding error. These cards, due to a system error, were printed with improperly coded Federal Agency Smart Credential Numbers (FASC-Ns) on the integrated circuit chips (ICCs).

This error affects cards issued before April 5, 2011. TSA has said the system error was fixed on April 5, but did not state why it took until November to release a notification concerning the problem. TSA will replace the affected cards at no cost to the holder. If you are using your card at locations without an electronic reader you will not need to replace your TWIC right away.

Visit http://www.tsa.gov/assets/pdf/truncated_fasc_n_list_2011.pdf to see if the ASN on your TWIC matches a number on the TSA list. If it does, then your card has a truncated FASC-N and you may need to obtain a replacement. For more information visit http://www.tsa.gov/assets/pdf/truncated_fasc_n_notification_11182011.pdf. For Q&A on this issue visit http://www.tsa.gov/what_we_do/layers/twic/twic_faqs.shtm#improperly_encoded.

DOT to Shut Down GMATS

Deputy Secretary of Transportation John Porcari, in meetings with the Global Maritime and Transportation School (GMATS), announced that the program will be fully closed as a Non-Appropriated Funded Instrumentality (NAFI) as of July 2012, according to an email that was sent out from the United States Merchant Marine Academy (USMMA) Alumni Association and Foundation.

Discussions are currently being held with the Maritime Administration (MARAD) to transition the program to a new 501(c)(3) non-profit organization. GMATS was created and funded by the Alumni in 1993/1994 as a continuing education program at USMMA, and was governed by a Board of Directors that included three past Chairmen of the Alumni Association.

GMATS has helped to serve the educational needs of the military, NOAA, and the maritime industry. The program has 30 full-time employees, including single mothers, and 213 part-time employees, of which 60 percent are U.S. veterans, according to gcaptain.com. These employees have now been told to look for employment on USAjobs.gov.

Once GMATS is closed down USMMA will be the only maritime academy that does not have a continuing education program.

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 submitted for each test required. This form, which is only available through the school's website, may be found on the Proficiency Test Information page www.mebaschool.org/index.php/admissions/proficiency-testing-information-a-registration. Within three business days of submittal the member will receive





President Mike Jewell (left) and Secretary-Treasurer Bill Van Loo (right) with Congresswoman Capps (center) at M.E.B.A. HQ.

an email confirmation with detailed instructions on how to register with a local Prometric Testing Center. Upon completion of testing at Prometric, members will be notified by CMES of their test results. Please direct any questions regarding proficiency testing through Prometric to dl@mebaschool.org.

M.E.B.A. Gains More Jobs With Keystone Awarded Contract

Keystone Prepositioning Services, Inc., Bala Cynwyd, Pa., was awarded an \$8,991,957 firm-fixed-price contract for the operation and maintenance of three of Military Sealift Command's government-owned Maritime Prepositioning Force ships: **USNS SGT. MATEJ KOCAK, USNS PFC. EUGENE A. OBREGON, and USNS MAJ. STEPHEN W. PLESS.** The ships will continue to support at-sea prepositioning of equipment and supplies and surge-sealift requirements for the Department of Defense. This contract includes options, which, if exercised, would bring the cumulative value of this contract to \$47,403,888. The contract includes four one-year option periods and an annual award fee of up to \$125,000 per ship. The contractor can also earn up to \$50,000 annually per ship for efforts that result in a reduction in ship energy consumption. Work will be performed

at sea worldwide, and is expected to be completed in September 2012. Completion date with all option periods exercised will be September 2016. Contract funds will expire at the end of the current fiscal year. This contract was competitively procured with more than 50 proposals solicited via solicitations posted to the Military Sealift Command, Navy Electronic Commerce Online and Federal Business Opportunities websites, with and six offers received.

M.E.B.A. Meets With Representative Lois Capps

On November 30, 2011, M.E.B.A. hosted an industry meet and greet event for Congresswoman Lois Capps (CA) at HQ. This event allowed M.E.B.A. and AMC staff a chance to speak with Rep. Capps directly about her upcoming election, job creation and the labor movement, the Jones Act, Cargo Preference, short sea shipping, MSP, the recent MARAD US Flag Fleet Competitiveness Report, and other issues important to the industry.

Rep. Capps showed a great deal of interest in the concerns of the industry and stressed her understanding of the role that the US Merchant Marine plays in national security and job creation. She promised to be an advocate for the industry and for labor. She said her

next campaign will focus on protecting the working class and promoting job creation to help restore the economy. The Congresswoman has a flawless record with the labor community and she is eager to learn more about the issues facing the maritime industry

Congresswoman Capps sits on the Energy & Commerce Committee, and the subcommittees on Energy and Power, Environment and the Economy, and Health. She holds the seat that her late husband, Walter Capps, won in 1996. After his death she won his seat in a special election in 1998 and has held it ever since.

M.E.B.A. Promoted Industry Despite Super Committee Failure

On November 21, 2011, the Congressional "Super Committee" (the temporary committee of House and Senate Members) failed in their attempt to forge a bipartisan deficit reduction deal. The result of this has been an increasingly partisan Congress that continues to prove that they are unwilling to work with those across the aisle in order to pass worthwhile legislation.

The M.E.B.A. team however, continues to work with Congressional friends to advance the goals of the industry. Working with House Speaker John Boehner (OH) and Transportation and Infrastructure Committee Chairman John Mica (FL), the M.E.B.A. has ensured that there will be a maritime provision in H.R. 7, the "American Energy and Infrastructure Jobs Act." This bill aims to address the concerns of our country's lacking infrastructure as well as energy needs. The legislation links increased transportation funding to revenues collected from new energy exploration.

Although the details of the legislation have not been released yet, it appears as though support will fall mainly along party lines and the bill will not reach the President's desk for final passage. The positive point though, is that maritime is finally being included in the national dialogue of surface transportation. With provisions that would boost the

American Marine Highway system and allow U.S.-flag vessels to better compete in the international trade, the legislation represents a true commitment of the Congress to include maritime in the national infrastructure dialogue.

The M.E.B.A. will continue to work with its close friends in the Congress to sure that these provisions, and many others, receive the attention that they warrant.

M.E.B.A. 2011 Legislative Updates

On November 28, 2011, M.E.B.A. Legislative Director, Matt Dwyer, sat down with Rep. Frank LoBiondo (NJ) at a political event. Their conversation centered around the upcoming surface transportation bill with a specific focus on the maritime provisions included in the bill.

On November 29, 2011, M.E.B.A. Deputy Legislative Director, Ryan Lehman, met with Mike Giuliani, the Chief of Staff for the newly elected Rep. Bob Turner (NY, formerly Rep. Anthony Weiner's seat). Lehman and Giuliani discussed the issues that were of particular importance to maritime labor with specific focus on the maritime provisions of the surface transportation bill and H.R. 1533.

On December 1, 2011, Dwyer met with Rep. Norm Dicks (WA) of the Appropriations Committee at a maritime political event. They spoke at length on issues ranging from MSP funding, cargo preference law enforcement, and the need for a strong defense of the Jones Act.

In addition, new co-sponsors have been added to HR 1533, the "Short Sea Shipping Act". To view a full list of sponsors visit <http://www.govtrack.us/congress/bill.xpd?bill=h112-1533>.

MARAD Released New Designs for Shipping Vessels on America's Marine Highways

The U.S. Maritime Administration (MARAD) released a report at the end of November detailing new designs for shipping vessels specifically engineered for America's Marine

Highways. Production of these efficient, environmentally-friendly vessels could bolster the domestic shipbuilding industry by creating new jobs and strengthening regional economies.

"This is another step in helping America's Marine Highways move our economy and relieve congestion on our roads," said US Transportation Secretary Ray LaHood. "The US maritime industry is vital to our economy and our security. These vessel designs will bolster both in a way that maximizes efficiency while minimizing environmental impact."

The new vessel designs also meet a portion of the U.S. military's sealift needs in times of war or during national emergencies.

Eleven designs have been created for new shipping vessels that can transport cargoes that would otherwise be trucked over congested roadways. The innovative designs focus primarily on roll-on roll-off vessels intended to carry wheeled cargo such as automobiles, trucks and trailers or railroad cars that are driven on and off the ship on their own wheels.

The designs include six roll-on roll-off (RO/RO) vessels, three combination RO/RO-container carriers, a feeder container ship, and a RO/RO-passenger ferry. The RO/RO and RO/RO-container vessels carry various types of vehicles, but are primarily intended for tractor-trailers and stackable containers. The feeder container ship can support standard-sized containers stacked both below and above deck, and the RO/RO-passenger ferry can transport tractor trailers along with their drivers.

"These designs are a road-map to a brighter future for the men and women who serve our nation at sea," said Unites States Maritime Administrator David Matsuda. "By bringing cutting-edge technology to America's maritime workforce, our country can be a global leader in shipbuilding."

MARAD has also signed a Memorandum of Agreement with the U.S. Navy under which MARAD and the Navy could provide up to \$800,000 to advance two or three of these new

concept designs to the next stage of design development, with the ultimate goal of constructing multiple vessels in U.S. shipyards.

Transportation Secretary LaHood formally launched the America's Marine Highway program in 2010, a new initiative to move more cargo shipments onto U.S. waterways. Since that time, the Department has designated 18 marine highway corridors and provided \$215 million in funding for marine highway and port projects.

Visit http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/AMHVesselDesigns.htm to view the report and ship designs.

Alexander & Baldwin Announced Split

Alexander & Baldwin, Inc. ("Alexander & Baldwin" or "Company") announced at the beginning of December, that its Board of Directors has unanimously approved a plan to pursue the separation of the Company to create two independent, publicly traded companies:

- A premier Hawaii-based land company ("A&B") with interests in real estate development, commercial real estate and agriculture, which will retain the Alexander & Baldwin, Inc. name; and
- Matson, a market-leading ocean transportation company serving the US West Coast, Hawaii, Guam, Micronesia and China, and a top ten domestic logistics company. Matson became a wholly-owned subsidiary of Alexander & Baldwin in 1969.

Under the plan, Alexander & Baldwin shareholders will own, upon the completion of a tax-free separation, one share of both A&B and Matson stock for each share of Company stock owned. The separation is expected to be completed in the second half of 2012.

"The planned separation does not involve the sale of either business. Both companies will be incorporated and based in Hawaii, and will be among the largest companies in the State. There will be no interruption in operations

or service to our communities, and importantly, our customers, vendors, government officials and the general public will not experience any changes in the way we do business or the people they do business with,” said Stanley M. Kuriyama, Alexander & Baldwin President and Chief Executive Officer. “In addition, because our land and transportation businesses already perform nearly all of their day-to-day functions independently, there will be very little change to each business’ organizational structure. While we expect some shift in our workforce between the two companies, there will be no net job loss as a result of the separation.”

In light of the Company’s significant growth and the positioning of each business for success in the markets in which they operate, the Board has determined that a separation will best position the two companies to create enhanced long-term value for stockholders and continue to serve each company’s unique markets.

A&B Chairman Walter A. Dods will become Matson’s chairman. Matthew J. Cox, the current president of Matson, will serve as president and CEO, and Joel M. Wine, A&B’s present CFO, will serve as Matson’s CFO. Once the two companies are created both are expected to be traded on the New York Stock Exchange.

CSA Awards Go To Six M.E.B.A. Contracted Companies

At a dinner ceremony in the Ronald Reagan Building in Washington, DC on November 17, 2011, CSA awarded Certificates of Environmental Achievement to 1,181 ships and vessels owned by seventy-one companies that achieved environmental excellence for at least a two-year period. Six of those companies have contracts with M.E.B.A. They include Alaska Tanker Company, Foss Maritime Company, Horizon Lines, Keystone Shipping Co., Maersk Line Limited, and OSG Ship Management.

The average number of years operating without incident for ships and vessels entered is 6.9 years. Two hundred and forty-one of the vessels have logged more than ten years each of environmental excellence. Coast Guard Vice Admiral Brian Salerno, Deputy Commandant for Operations, U.S. Coast Guard participated in the award ceremony and congratulated the great work performed by the industry.

The awards are open to all owners and operators of vessels that operate on oceans or inland waterways. The CSA Board encourages all operators and owners to take advantage of this opportunity to recognize their crew and shore-side operating personnel and encourages all operators and owners to consider participating in next year’s program. Participation guidance is found on CSA’s website www.knowships.org.

House Blocked NLRB Proposed Rule

On November 30, 2011, the House passed legislation to block a proposed rule by the National Labor Relations Board (NLRB) that would speed up union elections. The bill was sponsored by Rep. John Kline (MN), chairman of the House Education and the Workforce Committee. It passed 235-188 with six Democrats voting for it and eight Republicans voting against it.

The NLRB voted for portions of the proposed rule that did not include speeding up union elections. According to Republicans the NLRB’s proposed union election rule gives only 10 days to a union election after a petition is first filed and would hurt job creation, according to The Hill.

Democrats countered saying the bill would not affect job creation and would only delay a worker’s right to unionize. Many believe that the bill will not pass the Democrat-controlled Senate.

The proposed rule is backed by unions but faces a great deal of opposition from business groups. Unions claim that the rule will decrease delays in elections, and business groups claiming it will not give employers enough time to talk to their workers.

M.E.B.A. And ILA Oppose Port Purpose Card

The M.E.B.A., in conjunction with the International Longshoremen’s Association, Cleveland Local 1317 and other industry members, wrote a letter to Robert C. Smith, Chairman of the Port Authority of Cleveland in opposition to the creation of a “Port Purpose Card.” The letter questions the creation of the card. Below is an excerpt from the letter:

“All members have applied for and received a Transport Workers Identification Card (TWIC) as directed by the Federal Government Department of Homeland Security.

We know of no other port on the Great Lakes that requires a Port Purpose Card.

On any given Sunday when the Cleveland Browns have a home game, thousands of people wonder around the port facilities by virtue of presenting twenty-five dollars for admittance, no TWIC or port purpose card required.”

To read the letter in its entirety visit http://mebaunion.org/WHATS-NEW/11-23-11_Concerns_About_Cleveland_Port_Purpose_Card.pdf.

MSP Funding Passes Congress

On November 17, 2011, the House of Representatives and Senate passed legislation that includes full funding for the Maritime Security Program for fiscal year 2012. The funds were included in HR 2112, legislation that provided appropriations for five Cabinet Departments, including Transportation and Agriculture.

The legislation approved full funding for the program at \$174 million as requested by the Administration. The \$174 million combined with the remaining \$12 million from the previous years’ MSP funds will bring the program to the full Congressionally-authorized level of \$186 million.

The M.E.B.A., along with the other maritime unions, shipping companies and associations, were actively involved in the effort to secure FY’12 funding for Maritime Security Program.



Representative Chris Gibson (center) with President Mike Jewell (left) and Secretary-Treasurer Bill Van Loo (right) at a meet and greet event.



Congresswoman Brown (center), a good friend of the M.E.B.A., pauses for a smile with President Mike Jewell (left) and Secretary-Treasurer Bill Van Loo (right).

M.E.B.A. Meets With Rep.s Chris Gibson and Corrine Brown

On November 16, 2011, the M.E.B.A. hosted a Meet and Greet event for Representative Chris Gibson (NY). This allowed the M.E.B.A. time to speak with the Congressman and educate him about the function of and funding for the Maritime Security Program (MSP), cargo preference, the Jones Act, and ballast water regulations. Rep.

Gibson, who began his term in 2010, was engaged and ready to learn about these issues. He also expressed interest in helping to support short sea shipping and pushing a transportation act through Congress that would include and support the maritime industry.

Congressman Gibson serves on the Agriculture Committee (and sits on the Livestock, Dairy and Poultry and General Farm Commodities and Risk Management Subcommittees) and the

Armed Services Committees (and sits on the Subcommittees on Readiness and Emerging Threats and Capabilities), and the Republican Policy Committee.

On November 17, 2011, the M.E.B.A. hosted a breakfast for Representative Corrine Brown (FL). The Congresswoman is a strong supporter of the maritime industry and a longtime friend of M.E.B.A. She pledged to continue to be a fierce advocate to protect maritime jobs and the industry. She spoke about how important our industry is for job creation, and how the funding of transportation and infrastructure can help with economic recovery. She also promised to help support legislation to streamline the TWIC renewal process.

Congresswoman Brown recently helped to push the Vow to Hire Heroes Act of 2011 through the US House, in order to support military veterans. She sits on the Transportation and Infrastructure Committee and the Veterans Affairs Committee. In the 110th and 111th Congresses, she chaired the Transportation Subcommittee on Railroads, Pipelines and Hazardous Materials. In the 112th Congress she sits on the Coast Guard and Maritime Transportation Subcommittee, and the Water & Environment Subcommittee.

Midshipman Fee Reimbursement For United States Merchant Marine Academy Students

An extensive review of US Merchant Marine Academy accounting records for the academic years 2003/2004 through 2008/2009 indicates that some Academy midshipmen were overcharged for midshipman fees. The current and former students who were overcharged during the six-year period are eligible to receive a reimbursement. Individuals eligible to receive a reimbursement will be notified by the US Merchant Marine Academy.

For information about midshipman fee reimbursements, please see the US Merchant Marine Academy website at http://www.usmma.edu/brief_announcement.htm.

For inquiries about US Merchant Marine Academy midshipman fee reimbursements, please email MNFeeReimbursement@dot.gov or call toll free 888-719-9213 (or local 202-493-0263) Monday-Friday, 8:00 AM – 5:00 PM EST.

USCG And Maritime Transportation Act Of 2011 Passes House

H.R. 2838, the Coast Guard and Maritime Transportation Act of 2011, passed the US House of Representatives the third week in November. The bill is a fiscally responsible reauthorization of the US Coast Guard, which includes programmatic reforms to help ensure the Service can better utilize resources and more efficiently replace its aging assets.

The Transportation Committee passed H.R. 2838 on Thursday, September 8th, 2011. The legislation was introduced in the House by Coast Guard Subcommittee Chairman Frank A. LoBiondo (NJ) and co-sponsored by Transportation Committee Chairman John L. Mica (FL). It authorizes the service for fiscal years 2012 through 2014, and authorizes a service strength of 47,000 active duty personnel. The bill authorizes \$8.49 billion for the Coast Guard for fiscal year 2012, \$8.6 billion for fiscal year 2013, and \$8.7 billion for fiscal year 2014.

H.R. 2838 includes provisions that will give the Coast Guard and its personnel greater parity with the Department of Defense (DoD). Parity among the uniformed services has been a top priority of the Committee for some time and this bill makes significant progress towards aligning the Coast Guard's authorities with those granted to DoD. The bill contains a title intended to reform and improve Coast Guard administration. It also includes several provisions to improve the safety and efficiency of the maritime transportation system, as well as to protect and grow maritime related jobs.

Also included in the legislation are provisions that set a nationwide standard



The USNS MEDGAR EVERS (T-AKE 13) as it nears completion at NASSCO at the end of October.

for the treatment of ballast water that remedies the current patchwork of varying and inconsistent ballast water regulations across states. Currently the Coast Guard and the Environmental Protection Agency (EPA) have developed separate regulations under two different federal laws to govern the discharge of ballast water. The EPA's ballast water program under the Clean Water Act is especially burdensome, as it allows each individual state to add state requirements on top of the federal regulations. Twenty-nine states and tribes have done just that. As a result, small businesses are forced to comply with differing and often conflicting ballast water standards for each of these 29 states and tribal areas.

H.R. 2838 is a common sense solution to the problem, immediately putting in place a standard for ballast water treatment that is both achievable and effective. This approach is endorsed by the EPA, the Coast Guard, the National Academy of Sciences, the EPA's Science Advisory Board, the U.S. flagged industry, maritime labor, manufacturers, farmers, energy producers and the nation's largest and most strategic international trading partners.

The bill strengthens existing authorities against piracy, as well as improves an existing training program to instruct

mariners on acceptable use of force against pirates. It authorizes armed security on vessels carrying government impelled cargo through high risk waters, and includes a report on ways to improve U.S. efforts to track ransom payments and the movement of money through Somali piracy networks.

USNS MEDGAR EVERS Christened

On November 12, 2011, General Dynamics NASSCO christened the US Navy's newest supply ship, **USNS MEDGAR EVERS (T-AKE 13)**. The vessel was named in honor of the African American civil rights leader from Mississippi.

More than 1,000 people attended the Saturday morning christening ceremony, including M.E.B.A. President Mike Jewell, at NASSCO's San Diego shipyard. Secretary of the Navy Ray Mabus was the ceremony's principal speaker. Myrlie Evers, the widow of the late Medgar Evers, served as the ship's sponsor. She christened the ship by breaking the traditional bottle of champagne against the hull of the 689-foot-long vessel.

As the first field secretary of the NAACP in Mississippi, Medgar Evers (July 2, 1925 – June 12, 1963) created

and organized voter-registration efforts, peaceful demonstrations and economic boycotts to draw attention to the unjust practices of companies that practiced discrimination. Evers became one of the most visible civil rights leaders in the state of Mississippi, working closely with church leaders and other civil rights advocates to promote understanding and equality. His life's work helped increase support for the legislation that would become the Civil Rights Act of 1964.

USNS MEDGAR EVERS is the 13th ship of the Lewis and Clark (T-AKE) Class of 14 dry cargo ammunition ships General Dynamics NASSCO is building for the US Navy. NASSCO began constructing the vessel in April 2010. Following its at-sea testing phase, the ship will be delivered to the Navy in the second quarter of 2012. When in active service, **USNS MEDGAR EVERS** will join a tradition of NASSCO-built or modified ships directly supporting the United States Marine Corps. The primary mission of **USNS MEDGAR EVERS** will be to deliver more than 10,000 tons of food, ammunition, fuel and other provisions at one time to combat ships on the move at sea. T-AKE ships have also served in Navy humanitarian efforts around the globe.

MARAD Disregards Shipboard Labor, Releases Flawed Report

Statement by American Maritime Officers; International Organization of Masters, Mates and Pilots; Marine Engineers' Beneficial Association; and Seafarers International Union On Maritime Administration Report Comparing U.S. and Foreign-Flag Operating Costs

The U.S. Maritime Administration recently released a highly contentious study of American-flag shipping without any input whatsoever from maritime labor. This inexplicable decision guaranteed that the report would not contain the information that Congress and the Administration would need to develop and implement

meaningful maritime policy that strengthens, not weakens, the U.S.-flag merchant marine, provides jobs for American, not foreign, maritime workers, and bolsters, not diminishes, the economic, military and homeland security of the United States. The administrator who approved the report, David Matsuda, should be held accountable.

The Maritime Administration, more than a year ago, was tasked by Congress with identifying ways to boost American-flag shipping. Instead, the agency accepted a report based on incomplete information whose main conclusion – that in the deep-sea commercial sector, it often costs more to use U.S.-flag ships – isn't news to anyone. The fact that MarAd chose to exclude a significant segment of the maritime industry from this process, and accepted a report that includes possible cost-cutting suggestions that are completely contrary to the overall best interests of the United States, represents a gigantic failure in Matsuda's leadership and a missed opportunity on the part of the Maritime Administration.

How could the Maritime Administration sign off on a report that suggests consideration of weakening or eliminating the Jones Act, one of the bedrocks of our national and economic security? How could the agency not refuse the mere notion of turning America into a second register? (It should be noted that the carriers interviewed for the study soundly rejected lowering U.S.-citizen crewing requirements as well as the second-register idea.)

We make no apologies whatsoever for the fact that our members make a living wage and receive health care and pension benefits. American mariners are second-to-none worldwide when it comes to being properly trained for their profession. Yet MarAd's report points to these factors as some of the reasons why it costs more, on average, to ship American. MarAd should be ashamed of itself for entertaining a study that suggests that beating down

American mariners to the level of Third-World labor and lowering their standard of living are good for our industry and good for our country. The findings of this report are an insult to the brave men and women who comprise the U.S. Merchant Marine, including those who sail in harm's way to deliver vital materiel to our armed forces.

We stand ready to work with Congress and the Administration to make our industry stronger, larger and more competitive. The Maritime Administration had the opportunity to start this process in an all-inclusive, productive way. It is not only unfortunate but a clear dereliction of duty that they chose not to and instead spent time, energy and resources on a report that serves no useful, constructive purpose.

Maritime Unions Gain MTD and Media Support Against MARAD Report

The statement published above that was released to the industry in early November gained support from the Maritime Trades Department (MTD), AFL-CIO and *Maritime Executive* editor Tony Munoz.

In a statement, the MTD also condemned MARAD for commissioning and releasing the report. "The Congressionally requested report was supposed to provide the White House and Capitol Hill with information and ideas on how to promote U.S.-flag commercial shipping. Instead, it restated the obvious – that U.S.-flag shipping is more expensive than Flag of Convenience shipping in the international market. On top of that, it suggested consideration of reduced crew sizes, diminished benefits, weakened work rules and even replacing taxpaying U.S. citizen mariners with low-wage foreign crews AND eliminating the Jones Act," stated the report. "We find it quite odd that MarAd would release a flawed report suggesting a second register while at the same time the United States is seriously considering the ratification



of the United Nations Convention on the Law of the Sea. Those conducting the research failed to contact a single maritime union, relying solely on shipping company representatives for their information about mariner contracts and benefits. The MTD welcomes the rejection of such ridiculous notions by U.S.-flag carriers within the study.”

In a recent article, Tony Munoz of *Maritime Executive* also condemned the report stating “The ‘report’ has brought nothing new to light, and it has taken a year and thousands of dollars to produce. The non-competitiveness of the U.S. Merchant Marine in foreign trade is the result of congressional complacency toward the maritime sector over many decades and foreign shipping agendas being pushed on the Hill by lobbyists. While laissez-faire government policies have dominated U.S. maritime affairs since the 1980s, all other modes of surface transportation have received robust subsidies, bailouts and infrastructure funding. For DOT and MARAD to produce a report of this nature, which recommends the U.S. Coast Guard allow third-world mariner standards to become the norm in the U.S. maritime industry, is not only disingenuous but demonstrates a lack of leadership.”

Munoz takes it a step further and calls for David Matsuda’s replacement as Maritime Administrator. “It is time for David Matsuda to be removed as the Maritime Administrator because this agency needs a maritime executive with years of experience to be its leader,” wrote Munoz. “There are no secrets in this industry; the agency also needs a deputy administrator, and a deputy associate administrator needs to be appointed immediately to oversee the cargo preference department.”

To read the MTD statement in full visit <http://www.maritimetrades.org/article.php?sid=38&sid=39&pid=1185>. To read Munoz’s article visit <http://www.maritime-executive.com/article/occupy-marad>.



Maritime Administrator, David T. Matsuda, responds to Maritime Unions.

Matsuda Responds To Unions

According to *Marinelink.com* Maritime Administrator, David T. Matsuda, responded to the letter released by the M.E.B.A., MM&P, SIU, and AMO concerning MARAD’s flawed report with the following statement: “The US Maritime Administration’s top priority is to promote the growth and sustainability of America’s maritime industry. The first-of-its-kind ‘Comparison of US and Foreign Flag Operating Cost’ study was a fact-finding analysis comparing the costs of operating open registry vessels to those under US-flag so that we can better understand the challenges that US carriers face in the competitive global marketplace. This data provides a foundation for future discussions. We have and will continue to consider all perspectives as we work to support the men and women who work on water, strengthen America’s maritime industry, create jobs and grow our economy.”

This still does not acknowledge the concerns that maritime labor has with the report. Matsuda did not even acknowledge that MARAD accepted a report, which sought no input from maritime labor.

M.E.B.A. Members on the FAIRWEATHER Help Rescue Alaskan Youth

On November 6, 2011, the crew of the FAIRWEATHER rescued a 20-year-old Juneau area resident. The ferry was conducting sea trials after engine repairs when they came across a vessel stuck in Admiralty Island’s Barlow Cove due to high winds and 5-to-7-foot waves.

The vessel in distress had gone out on Saturday but was forced to take shelter in the Barlow Cove. Dani Gifford, a junior at the University of Alaska Southeast, planned to spend one night on the boat and return Sunday morning. Unfortunately for Gifford she did not bring along her asthma medication, thinking that she’d be home Sunday morning to take it. She began to have difficulty breathing and started to become hypothermic.



The NOAA FAIRWEATHER comes to the rescue.

The FAIRWEATHER’s crew spotted the vessel, thanks to M.E.B.A. Chief Engineer Wayne. The FAIRWEATHER’s captain offered to take Gifford back to Auke Bay, and took the ferry into the cove so she could be transferred off the boat. Relief Chief Don Struthers, and Assistant Engineers Rusty Moises and Dennis Early also assisted in the rescue by helping to spot the boat, operate the ferry, and administer first aid to Gifford.

“Because of the breathing problems, I was thinking ‘I’m not going to be able to last another night,’” Gifford told *Juenauempire.com*. “I was in a very bad asthma attack when they got me to the FAIRWEATHER, and that’s the last thing I remember. I woke up on the



Virginia Senatorial candidate Tim Kaine (right) promised President Mike Jewell (left) that he would fight for infrastructure funding and would help to protect maritime labor in his state.



Senator Robert Casey spoke with AMC President Lee Kincaid about the importance of protecting the U.S.-flagged shipping industry.

ferry with them giving me oxygen and people saving my life.”

According to *Juenuempire.com* it took EMTs 40 minutes to warm Gifford up and check her vitals. Once her body temperature rose, and she received oxygen and medication she did not need to be hospitalized.

Congratulations to Wayne Wilson, Don Struthers, Rusty Moises and Dennis Early on a job well done!

M.E.B.A. Meets With Tim Kaine And Senator Robert Casey

The M.E.B.A. hosted a reception for Virginia Senatorial candidate Tim Kaine on November 8, 2011, and a reception for Pennsylvania Senator Robert Casey on November 10, 2011.

Tim Kaine is a longtime supporter of labor. He held the position of Virginia State Governor from 2005 to 2010. During that time, he made necessary budget cuts but also focused on transportation and infrastructure funding. Kaine spoke to the M.E.B.A. and other industry professionals about job creation and economic recovery through investing in those areas like. He claimed that he is not afraid to

make budget cuts where needed but does not believe the US can “cut its way to prosperity.” Kaine told M.E.B.A. staff and officials that if elected to the Senate he would fight for more funding in transportation and infrastructure, and would help protect the maritime labor sector. He stressed the importance of ports and waterways to Virginia’s economy and to the status of American as a leader in trade.

Senator Robert Casey has a 100 percent voting record with the AFL-CIO and is a fierce advocate for labor. He spoke with M.E.B.A. and AMC staff about the importance of creating jobs and how the maritime industry and maritime labor provide great employment opportunities and can help boost the economy. M.E.B.A. talked with the Senator about making sure that the industry can also retain the jobs and mariners it has by protecting the funding for programs such as MSP, and about how the enforcement of cargo preference is vital to the survival of the US Merchant Marine. Sen. Casey promised to continue to fight to protect our industry.

Sen. Casey serves on the Aging Committee; the Agriculture, Nutrition, and Forestry Committee; the Foreign

Relations Committee; and the Health, Education, Labor, and Pensions Committee. He was first elected to office in 2006.

M.E.B.A. Meets With Senator Kristen Gillibrand

On November 3, 2011, the M.E.B.A. hosted an event for Senator Kristen Gillibrand (NY). The Senator has been an active and strong supporter of the maritime industry and the US merchant marine.

M.E.B.A. and AMC political staff were able to speak with Senator Gillibrand about of her continued support of the Jones Acts, and the importance of her educating other members of the Senate about the maritime industry. The Senator pledged to remain an avid advocate for our cause. She also promised to push to include waterways in any legislation concerning the infrastructure bank, and to help the industry hold MARAD accountable for enforcing regulations that are in place to protect cargo preference.

Senator Gillibrand sits on the Environment and Public Works Committee, the Agriculture Committee, the Armed Services Committee (which she also served on



ABS Chairman Robert D. Somerville, U.S. Transportation Command Commander General Duncan J. McNabb, and American Maritime Partnership Chairman James Henry accept their Admiral of the Ocean Sea Awards.

during her time in the House), and the Aging Committee. She has served in the Senate since January 2009, filling the seat of the current Secretary of State, Hillary Rodham Clinton. Prior to that she served in the US House of Representatives, representing New York's 20th Congressional District.

Congratulations To The 2011 AOTOS Awards Recipients

At the 2011 United Seamen's Service (USS) Admiral of the Ocean Sea Awards (AOTOS), five M.E.B.A. crewed vessels were presented with honored Seafarer Awards. M.E.B.A. and AMC officials and staff attended to extend much earned support and congratulations for all award recipients.

This year's 2011 Admiral of the Ocean Sea Awards were presented to James L. Henry, Chairman and President of the Transportation Institute; General Duncan J. McNabb, Commander, U.S. Transportation Command; and Robert D. Somerville, Chairman of ABS. A special AOTOS recognition plaque was given to Captain George Quick, former MM&P Pilot membership group Vice-President.

"On behalf of seafarers everywhere, USS is proud to honor labor, military and service providers who represent strong leadership in the maritime industry," said Edward Morgan, USS president. "Each has been recognized for significant contributions and important ship services that benefit American seafarers, vessels and American commerce."



Chief Engineer Theodore "Scotty" Robinson and President Mike Jewell acknowledge the hard work of the crew of the USNS SAFEGUARD in the wake of the 9.0 earthquake and tsunamis that hit Japan last year.

Four of the M.E.B.A. crewed vessels received AOTOS Mariners' Plaques. They were awarded to the Masters and Crews of the **USNS BRIDGE**, **USNS SAFEGUARD**, the **THOMAS JEFFERSON**, and the **HORIZON PRODUCER**.

The **USNS BRIDGE** and the **USNS SAFEGUARD** were honored for their actions in support of Operation Tomodachi in Japanese waters. After the 9.0 earthquake and tsunamis that hit Japan in March the **USNS BRIDGE** was the first Military Sealift Vessel to respond. The crew took part in search and rescue operations, while also providing humanitarian aid. They transported much needed food, water, and fuel. The crew of the **USNS SAFEGUARD** also helped to aid in search and rescue operation for missing vessels, while clearing five tons of wreckage to help provide a clear shipping channel for commercial ships to deliver much needed heating fuel.

The **THOMAS JEFFERSON** was hydrographic mapping when it was alerted to a US Coast Guard call stating that a small Cessna 172 aircraft with one person aboard went down in the Gulf of Mexico. The crew quickly used their skills and equipment to accurately map out where the wreckage would drift to and enable the safe rescue of the pilot on the first leg of the search.



Helen Delich Bentley, HORIZON PRODUCER Captain Mark Ruppert, and U.S. Maritime Administrator David T. Matsuda honor the heroism shown by the crew of the HORIZON PRODUCER.

The **HORIZON PRODUCER** rescued the crew of a 17-foot fishing trawler as their boat was sinking. The vessel was 120 miles off shore and had no fuel, the **HORIZON PRODUCER** completed the entire operation within an hour. The crew of the fishing vessel were provided with medical attention, showers, clothes, and food.

The Officers and crew of the **M/V CAPE KENNEDY** were awarded with AOTOS Mariner's Rosettes. 1st A/E James Sutton, 2nd A/E Robert Wappas, 3rd A/E Marshall Sanford, and AB Seaman Gary Toomer were all recognized for their acts of bravery in leading the fight against a fire that had started aboard the vessel. Contractors, while welding a doubler plate in the aft part of the vessel, triggered sparks that ignited a pile of laundry. The fire detection system was activated and all hands on the **CAPE KENNEDY** responded instinctively and prevented a potentially dangerous situation from getting out of control.

The maritime industry's most prestigious awards since 1969 were held at a gala industry dinner and dance for more than 700 people at the Sheraton New York Hotel and Towers, New York City. All proceeds from the AOTOS event benefit USS community services abroad for the US merchant marine, seafarers of all nations, and U.S. government and military overseas. The recipients shared the evening with a group of American seafarers honored for acts of bravery at sea.

For AOTOS 2011, Michael Sacco, President of the Seafarers International Union, was Dinner Chairman. Samuel B. Nemirow and F. Anthony Naccarato of American Maritime Officers Service were National Committee Co-Chairmen.

Founder and President of Management Consultancy Rudy Mack Associates, Inc. Rudy Mack, MM&P Vice President Mike Murray, unknown, MM&P Secretary-Treasurer Don Marcus, and M.E.B.A. Secretary-Treasurer Bill Van Loo take a moment to smile at the AOTOS Awards.



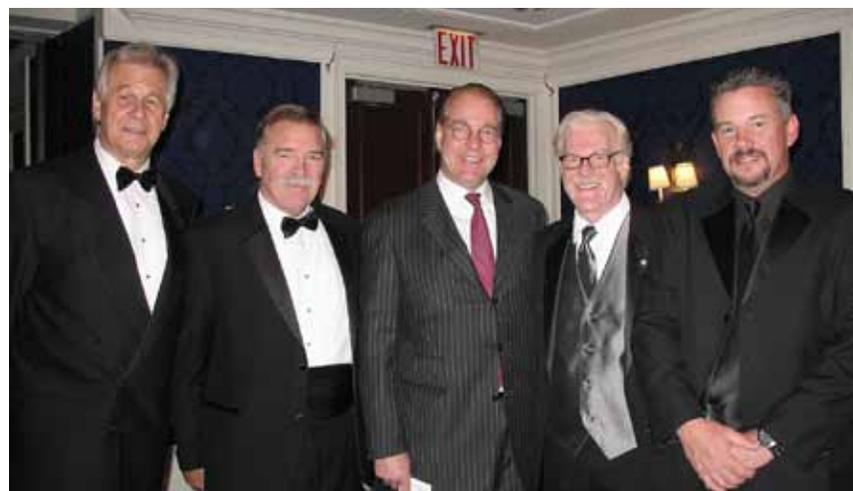
The crew of the CAPE KENNEDY accept their AOTOS Awards for their bravery, and pose for a picture with U.S. Maritime Administrator David T. Matsuda (left) and Helen Delich Bentley (second on right).



Marshall Sanford beams with delight as he flashes his AOTOS award letter in the NOLA Hall parking lot last fall.



Military Sealift Command Commander, Rear Admiral Mark H. Buzby and M.E.B.A. President Mike Jewell at the 2011 AOTOS Awards.



USS continues to provide community services for the U.S. Merchant Marine, the American Armed Forces, and seafarers of the world. USS, a non-profit agency established in 1942, operates centers in eight foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association. Edward Morgan is President and Roger Korner is Executive Director of USS. USS AOTOS Coordinator is Barbara Spector Yeninas of BSY Associates, Inc.

M.E.B.A. Congratulates all AOTOS Award winners!

The 2011 AMS Meeting Recapped

On October 27, 2011, M.E.B.A. and AMC staff attended the 2011 American Maritime Safety, Inc. (AMS) Membership Event and Safety Awards Ceremony at the Yale University Club in New York. They were able to network with industry professionals and receive information concerning new issues with Federal drug and alcohol testing regulations.

The Conference included an informative presentation from Louis Meltz, a lawyer by training and the president of AMS. Meltz welcomed the delegates and officially opened the Conference with an impressive presentation on recent regulatory revisions to the DOT regulation, 49 CFR Part 40, and the US Coast Guard regulation, 46 CFR Part 16.

Meltz also gave an overview of the new breath-alcohol testing methodology and a detailed explanation of the DER's ("Designated Employer Representative")

duties and responsibilities following a reportable serious marine incident. Other topics included a discussion on the US Coast Guard's mandatory "background check" requirements, the procedures for reporting positive test results to the US Coast Guard on the Form 2692B, the definitions on what constitutes a "reportable serious marine incident," and the abuse of "synthetic drugs" (Black Mamba, Spice, K2, Durban Poison) and "masking agents."

Mr. Robert Schoening, the US Coast Guard Drug & Alcohol Program Administrator, US Coast Guard Headquarters, Washington, DC, spoke about changes made to 49 CFR Part 40, US Coast Guard enforcement action, the imposition of civil penalties for noncompliance and the revisions made to the Federal Drug Testing Custody and Control Form.

Dr. Ben Gerson, Toxicologist (University Services), spoke about the onboard abuse of synthetic and generic drugs; the abuse of prescription medication and their impact upon vessel safety (Percocet, Oxycodone, Valium and Atavan); Opiates and Hallucinogenic drugs; "bath-salts" and "masking agents."

Dr. Barry Sample, Director of Science and Technology, Quest Diagnostics Laboratory, spoke about the federal testing procedures, maintaining the "chain-of-custody" and oral fluid testing. Dr. Sample also addressed the abuse of pain medication and its impact upon vessel safety.

Captain Gene Albert (US Merchant Marine Academy) and Dr. Larry Howard (Chair, Graduate Program Policy Board, SUNY Maritime College) spoke about the new academic programs

and the significant increase in student enrollment.

During the membership luncheon Mr. Meltz, on behalf of the AMS Consortium, presented three member companies with Maritime Safety Awards. The receipts were: Keystone Shipping Co. for the Responsible Vessel Carrier Award, Liberty Maritime Corporation for the Quality Ship Management Award, and Crowley Maritime for the Corporation Safe Working Practices Award. Lou Cavaliere, head of government contracting for Keystone, was also given an award to recognize his lifetime dedication to the maritime industry.

The AMS Consortium was established in 1988 to facilitate the maritime industry's compliance with US Coast Guard regulations and international protocols. The Consortium currently administers safety programs for over 400 deep-sea, Great Lake, cruise ship and tug and barge operators in the US and abroad. It is recognized as the leading maritime industry association on regulatory compliance in the US. For further information on the AMS Consortium, please communicate Louis Meltz, Esq: ams@maritimesafety.org

Matson Will Not Add More Vessels to Guam

Matson Navigation Co. claims that it will not add additional vessels to its trans-Pacific service, despite the gap that has been left by Horizon Lines' ending its Five-Star Express (FSX) service between the West Coast, Guam and China, according to the *Journal of Commerce*. Matson claims it has the capacity and equipment to service any increase in cargo demands that might be caused by Horizon's departure.

Horizon Lines Ended Trans-Pacific FSX Service

Horizon Lines announced at the end of October that it would be ending its Five-Star Express (FSX) service between the West Coast, Guam and China. Horizon Lines, CEO Stephen Fraser spoke with officials from the M.E.B.A., MM&P and SIU informed them that the company would be discontinuing its transpacific FSX service from China, which utilized five U.S.-Flag vessels crewed by U.S.-merchant mariners in all billets.

Horizon began closing down the FSX service on Oct. 31. The last voyage from China was scheduled for Nov. 2 and final sailings to Guam for Nov. 8 and 10. Between the end of October and early in December as the D-8s discharged their cargo in China, the vessels were dry-docked and laid-up and the officers and crew repatriated. As explained to M.E.B.A., this step was necessitated due to heavy financial losses in the transpacific trade. Notwithstanding the successful re-financing of the company, M.E.B.A. was told that reducing the financial losses by discontinuing this service was deemed essential.

Horizon Lines expressed its gratitude for the dedication and sacrifices made by M.E.B.A. members and shipmates over the last several months. The company stated that with the financing in place and losses contained, it will be in a position to turn things around and stabilize its Jones Act operations. Horizon also emphasized that the termination of the FSX service will not affect domestic ocean services in Alaska, Hawaii or Puerto Rico.

We urge our members to take pride in the job that they have done and continue to perform their duties to the highest standards of the M.E.B.A.

M.E.B.A. Meets With Sheila Jackson Lee

On October 27, 2011, the M.E.B.A. hosted an event for Congresswoman Sheila Jackson Lee. The congresswoman

has been a longtime supporter of the maritime industry and a fierce advocate on behalf of the US merchant marine.

M.E.B.A. political staff discussed the importance of the Jones Act and the American Mariners Job Protection Act with Rep. Jackson Lee. The congresswoman expressed interest in the bill and asked that her staff be briefed on the bill by members of the M.E.B.A. political staff. She also emphasized her continuing work on simplifying the TWIC program and making it easier for mariners to obtain their TWICs without the need for a second trip. Rep. Jackson Lee also took great care to emphasize her ongoing support for the labor community and her desire to see a greater investment in maritime infrastructure and to foster job growth in the maritime industry.

Rep. Jackson Lee serves as the representative for the 18th district of Texas and is currently serving in her 9th term in the US House of Representatives. She sits on the Homeland Security Committee, the Judiciary Committee and is the Ranking Member of the Transportation Security Subcommittee.

M.E.B.A. At The Women on the Water (WOW) Conference

In October, the Maritime Administration and Massachusetts Maritime Academy hosted the 5th Annual Women on the Water

Conference at the Massachusetts Maritime Academy in Buzzards Bay, MA. M.E.B.A. Houston Dispatcher M.E.B.A. Erin Bertram was a speaker for the panel "Transitioning to Maritime Ashore." M.E.B.A. also helped to sponsor the event. The conference focused on career opportunities and issues impacting women in the maritime industry. Rear Admiral Sandra L. Stosz, Superintendent, Coast Guard Academy, was the Keynote Speaker.

M.E.B.A. HQ Staff Visits the ANTARES

In October, staff from M.E.B.A. HQ took a visit to the **ANTARES** so that office personnel could learn about the type of work that M.E.B.A. mariners perform first hand. Crew from the **ANTARES** and the neighboring **DENEbola**, as well as staff from Keystone Ocean Shipping and the US Maritime Administration (MARAD) greeted them warmly.

The **ANTARES** and **DENEbola** are crewed by M.E.B.A. members under a contract that Keystone was awarded by MARAD. It is anchored in Baltimore, MD alongside the **DENEbola**. Both vessels are a part of the National Defense Reserve Fleet. They are reserve-status cargo ships, which are part of the Department of Transportation's Ready Reserve Force. To learn more about vessels in the fleet visit www.marad.dot.gov.



M.E.B.A. HQ Staff visit the ANTARES to get a sense of where members live and work aboard a vessel.



Faces around the Fleet



1st A/E James Feyler, 2nd Richard McPhail Jr., and 3rd Ron A. Bassett, Jr. working on the **OVERSEAS TEXAS CITY**.



Pictured at the Labor Day Labor Unity picnic is Hawaiian Governor Neil Abercrombie, MM&P Rep. Randy Swindell, and M.E.B.A. HNL Rep. Luke Kaili. At the event donated food was collected for the Hawaii Food Bank. The estimated count of attendees was over 5,000 union affiliated members and their families who came out to celebrate Unity and Solidarity.



Photo Credit to Mike Parr/MA/EA.

Crew members aboard the **HORIZON EAGLE** celebrating three consecutive years without a lost time injury. Pictured from left to right are (front row) Chief Cook Mario Firme Jr., Chief Steward Rang Nguyen, AB Rudolfo Antonio, DEU Virgilio banzon, QMED Florencio Marfa Jr., (back row) First engineer Tim Arai (obscured), Captain Niles Baker, Second Mate Derek Bender, Chief Mate Eric Veloni, Engine Cadet John Martin, Third Mate Jerry Masticola, AB Robert Borchester, Bosun Lance Zollner, Electrician Michael Murphy, AB Alexander Bermudez, Steward Utility Fathi Abdullah Hohsin, Chief Engineer Ben Meucci (partially obscured) and Third Engineer Prentiss Smith.



New Orleans Plans employee, Mary Starita, on the anniversary of her twenty-eighth year writing checks to M.E.B.A. members. It was also the first visit to the union hall of her first grandchild, Ava Marie Starita. Miss Mary starts her granddaughter's career at sea in a small wooden boat at the New Orleans Hall.



Photo Credit to Plans employee Mary Starita, who was on the eve of celebrating her 27th year at 811 Carondelet St. New Orleans.

New Orleans Patrolman Wilson Johns presents M.E.B.A. member Verlon Jackson with an M.E.B.A. hat after retiring with 49 years of pension credits. Pictured left to right are Group 3 Kyle Ledet, Retiree John Hasson, Katie Jackson, Verlon Jackson, NOLA Patrolman Wilson Johns, and Group 2 Adam Gates.

Know Your Halls



Entrance to the M.E.B.A. Oakland Hall. The building is shared with the MM&P Oakland Union Hall.

The M.E.B.A. Oakland hall was originally located in San Francisco. That location was sold by a past administration and the hall moved. The current hall is in downtown Oakland at 548 Thomas L. Berkley Way. It opened on May 2, 2007.

The hall is shared with the Masters, Mates & Pilots union. The West Coast Executive Vice President/Branch Agent is located out of the Hall, as well as a Patrolman and Dispatcher. The hall also used to host the West Coast Representative position, which was removed due to budgetary cuts.

The Oakland hall also houses one of the Union's diagnostic clinics and includes a dental office.



Dispatch window

continued



Members at the job dispatch board during job call.

Know Your Halls continued

Patrolman Patrick Anderson and Dispatcher Kathy McCurdy cover the day-to-day operations of the hall. Anderson is responsible for negotiating contracts, filing grievances, facilitating jobs calls, covering vessels, attending and gathering information on local political events, helping members, and is a delegate to Alameda Labor Council.

McCurdy, in addition to being the hall's dispatcher, also is responsible for Plans and Vacation paperwork and issues. She dispatches job orders, helps members with vacation, dues and membership issues, and travel. She also issues night checks, and helps organization and coordinate special events at the Hall.

M.E.B.A. Executive Vice President, Dave Nolan, also works out of the hall. His duties include negotiating contracts, being a union trustee and DEC member, overseeing all West Coast ports and Hawaii, handling arbitrations, and managing M.E.B.A. POID in Denver, CO.



M.E.B.A. members gather to socialize at an after Union meeting BBQ held behind the Oakland Hall.



M.E.B.A. members attending a monthly membership meeting.



The hall is also home to the M.E.B.A. Oakland Diagnostic clinic.



M.E.B.A. members at the Oakland Hall's Christmas party come together to celebrate the holiday season.



Norma Gillogly, Oakland Clinic Supervisor, and her son Gabe Gillogly, an M.E.B.A. Group 3 member, pause to smile in the Diagnostic Center.



Executive Vice President Dave Nolan works out of the Oakland Hall.

Stacy Vi, Medical Assistant-Receptionist, and Maria Kleytman, Medical Assistant, take a moment to pose for a picture in the Oakland Diagnostic Center.



Oakland Patrolman Patrick Anderson takes a break from work to smile for the camera.



Hard at work is Oakland Dispatcher Kathy McKurdy.



Former West Coast Representative Ernest Leep.



Ernie Leep and fellow M.E.B.A. members celebrate his last day as West Coast Representative and thank him for his hard work. Oakland dispatcher, Kathy McKurdy, cooked spaghetti and had a cake for Ernie. Pictured from left to right are Dave Tettleton, Wally Hogle, Executive Vice President Dave Nolan, former West Coast Representative Ernie Leep, Jim Howard, Kevin Nichols, Jim Rowe, George McMullen, Christian Yuhus, Trevor Lapham, Derrick Burns, D.J. Burns, Matt Giovannoni, and Jeff Grey.

Calhoun School



The USCQ Liquefied Gas Carrier Examiner Class is a two-week course that provides marine officers basic knowledge for safe and efficient transportation of LNG and other liquefied gases. The September 16th graduating class included (bottom row, left to right) Peter Hackett, Dana Poulsen, Kerry Provence, Baxter Smoak, Rodolfo Dubon, Andrew Murphy, William Stewart, Decarlo Brown, Theodore Tarini, Greg Schneider, (top row, left to right) Dennis Mengele (Instructor), John Brown, Hector Cintron, Johnathon Lowman, Charles Reed, Joshua Greer, Robert Hanley, Hubert Wells, Erik Sumpter, Christopher Williams, Thomas Quill, John Lyons (Instructor), and Mike Bates.



The one-week Hazmat class gives students the skills to use available resources to confine, contain, or control hazardous materials incidents. Members of the September 23rd graduating class were (left to right) Rick Simonson (Instructor), Andrew Conroy, Jeff Macatiag, Michael Saunders, Kevin McCollem, Austin Kilmer-Morris, Marlin Carpenter, Robert Trifonoff, Mark Sipper, and Dan Tuel (Instructor).



Tankerman DL is a two-week course that fulfills both USCG and STCW training requirements for Tankerman of Dangerous Liquids. The September 30th graduating class included (left to right) Sean Barkowsky, Joe Dengel, Lloyd Brown, James Suchecki, Craig Calvert, Todd Roy, Gary Heagerty, Andrew Conroy, Alexander Robinson, Richard McAndrew, James Moyer, Ted Schmidt (Instructor), Joshua Knowles, and Thomas Corrigan.



The Vessel Security Officer course focuses on security regulations, risk assessment and mitigation techniques, anti-piracy and armed robbery techniques, and more. Members of the October 7th graduating class were (left to right) Jack Menendez (Instructor), Sean Barkowsky, Zygmunt Skalski, Jozo Zglav, Larry Field, Aleksei Koujel, Robert Coffey, Patrick Long, Lawrence Woodson, Austin Kilmer-Morris, Robert Armandi, Kevin McCollem, John Long III, Foster Hardt, Andrew Conroy, Mark D'Arcy (Instructor), Eric Linderholm, and Joseph George.



The three-week Instrumentation course focuses on the sensors and actuators used in maritime and industrial control systems; specifically the theory, construction, installation, testing, operation, calibration, and troubleshooting of a wide variety of sensors and actuators. Members of the October 14th graduating class were (left to right) Rick Fullwood (Instructor), Julie Penny, Eric White, Melissa Jimenez, Bob Phillips, Doug Wulff, Philip Chandra, Rod Felipe, Jeremiah Winters, Rene Asupan, William Andrew Dickman, and Richard Thek (Instructor).



Calhoun School

Small Arms is a one-week class that covers the safe care and use of multiple firearms used aboard Military Sealift Command (MSC) vessels. Students are taught the correct handling of a 9mm semi-automatic pistol, 7.62 mm semi-automatic rifle, and 12-gauge pump operated shotgun. The October 21st graduating class included (left to right) Bryan Jennings (Instructor), Tracy Burke, David Black, William Kenneweg, Ted Jacobites, Mark Bolster, Marc Poniatowski, Rafal Sluborski, Kim Higgins, Kevin Bennett, Gary Ford, and Jack Menendez (Instructor).



The four-week Refrigeration class teaches basic refrigeration system operation principles, pressure-enthalpy diagrams, refrigeration instrumentation, refrigerants and the oils used with each, refrigeration system components, maintenance practices and systemic troubleshooting procedures. Starting in 2011, students taking the four week Refrigeration Course are given the opportunity at the end of the course, of taking a certification examination for Air to Air Heat Pump Service Technician. This certification is provided through the North American Technician Excellence (NATE) program, which is highly recognized in the HVAC industry. Pictured is the second class of M.E.B.A. members to take the exam. They graduated on October 21st, and took advantage of this opportunity and successfully received their NATE Certification. They are (left to right) Paul Hurd, Marlin Carpenter, Jeffrey Barber, Rich Lundin, Brian Fritschi, Jeremy Travers, Rich Williams, Dwayne Kelly, and Darryl McCaslin (Instructor).



Advanced Fire Fighting is a one-week class that develops a mariner's knowledge and skills in handling and managing shipboard incidents involving fire. Members of the October 28th graduating class were (left to right) Don Black, Francis Maloney III, Ed Curley, Tom Corrigan, Stewart Finch, Brad Marino, Craig Obrocki, Mike Donovan, John Holmeslett, Sheikh Uddin, Henry Cole, Eugene Smith, Chris Myers, Rich Williams, David Andersen, and Dan Tuel (Instructor).



The one-week Hazardous Materials class utilizes a safety-oriented, hands-on approach to hazardous materials incident control. The November 4th graduating class included (left to right) Michael Rosenberg, Rick Simonson (Instructor), John Holmeslett, David Hamilton, Rich Williams, Foster Hardt, Bruce Cooper, George Christopher Nason, Andrew Stamm, James Wheatley II, Sean Barkowsky, Anthony Aiello, and Mark D'Arcy (Instructor).



Diesel Engineering is a six-week course that gives students a working knowledge of the theory, construction, operation, and maintenance of main propulsion and auxiliary diesel engines, engine control systems, and related auxiliary equipment. Members of the November 11th graduating class were (left to right) Mike Bates (Instructor), Saif Ali, Randall Skillern, Chia Wang, Robert Elliott, Leonardo Harris, Craig LaChance, Barry Dufresne, Sean Grace, John Nelson (not pictured: Instructors Tru Sunderland and Dana Sweet).



Calhoun School



The four-week Electricity course covers basic electricity with an emphasis on industrial and maritime applications. Members of the November 18th graduating class include (left to right) Marlin Carpenter, Hugh Reece, Jr., Nicholas Arieff, Ron Fedorczak (Instructor), Gary Heagerty, Wil Salmonson, Rich Ward, Ted Jacobites, David Hatch, Shaun Bukovnik, and Alan Arnesen.



Advanced Shiphandling utilizes lectures and simulator based labs to give students experience with tankers, containerships, freighters, and LNG vessels. The November 18th graduating class included (left to right) David Black (Support Instructor), Dan Noonan (Instructor), Tim Feeney, Robert Pinder, Aaron Kleinerman, Alison Peltier, and George Gruber (Instructor).



The four-week Welding course teaches mariners the common welding processes and skills needed for a variety of maintenance and repair activities aboard vessels. The November 18th graduating class included (left to right) Ryan Noonan, Patrick Ryan, Shawn Locke (Instructor), Tim Hasel, Kim Miller, Glen Scott, John Guccione, Stephen Olson, John Wannermeyer, Rita Miller, Paul Venuti, Robert Trifonoff, John Yang, and Bryan Jennings (Instructor).



Steam Engineering is a six-week course that gives engineers a working knowledge of the theory, construction, operation, maintenance, and casualty control of marine steam propulsion power plants. Members of the November 18th graduating class are (left to right) Richard Whitney, Jr., William Shoemaker, Kevin Wright, Mike Fanning (Instructor), John Rafter, William Funk, Norman Ewing, Louai Abdou, Austin Kilmer-Morris, Jeff Zander, Robert Maloy, Robert Burns, Dennis Mengele (Instructor), and Miguel Rivera.



Refresher Training - Engineering Officer is a two-week class where students are re-introduced to responsibilities, duties, and tasks associated with holding the US Merchant Marine Engineering Officers' License. The December 9th graduating class included (left to right) Hugh Reece, Jr., Ernie Clements, Rob Marich, Tru Sunderland (Instructor), Tom Cannon (Instructor), Enoch Webster, Jr., Denis Mengele, Charles Kyle, Mike Blevins (Instructor), and Joe Dengel.



Calhoun School

The two-week Programmable Logic Controllers course focuses on the theory and use of PLCs with an emphasis on their application to marine and industrial controls. Members of the December 9th graduating class included (left to right) Rick Fullwood (Instructor), James Gardner, Stephen Starr, Paul Legge, Russ Forthuber, Kesava Murthy, John Nichols, Jeff Pillard, Mike Murray, Joel Spell, Jr., and Joe Spell II.



The Marine Electric Propulsion - High Voltage Safety class is a combination of two courses that are run over a two-week period. Marine Electric Propulsion is a survey course that provides an introduction to the principles and technologies used in the design and operation of marine electric propulsion drives based on the synchro-converter topology. The High Voltage Safety class covers the knowledge and skills needed to safely work with energized high-voltage high-energy electric power systems. Members of the December 9th graduating class included (left to right) Andrew Chistensen, Chris Cox, Mike Adams, Louai Abdou, James Adams, Don Mullett, Mike Mather, John Clarey, Helbert Esquivel, Bobby Jones, Brent Spicer, Laurence Michael, and Bill Radaskiewicz (Instructor).



Basic Safety Training is a course that is mandated by the IMO's STCW 95 for all mariners, and includes USCG practical demonstrations in personal survival, fire prevention and fire fighting, elementary first aid (includes CPR), and personal safety and social responsibilities. The December 16th graduating class included (left to right) Earle Ferenczy, Kevin Bennett, Jeffrey White, Paul Hurd, Eugene Moisan, Randall Douglass, Michael Tobin, Kevin Bailey, Jon Perry, Tom Molnar, and Dan Tuel (Instructor).



Advanced Pipe Welding is a two-week course that concentrates on SMAW (Shielded Metal Arc Welding) of Pipe. Members of the December 16th class were (left to right) Bryan Jennings (Instructor), William Duffy, Jr., Robert Feldman, Greg Fauntleroy, Pierre Blume, Eric Inderbitzen, and Shawn Locke (Instructor).



The two-week Electrical Troubleshooting class focuses on efficient maintenance and repair of electric motor starters, commercial lighting equipment, industrial controls, and sound-powered telephones. The December 16th graduating class, that was all decked out for the holidays, included (front row, left to right) Ron Fedorczak (Instructor), Gene Devin, Paul Venuti, Liz Peterson, (middle row, left to right) Tim Raab, Guru Khalsa, Jose Paule, (back row, left to right) Jeremiah Taylor, Nikolai Koujel, Michael Kushler, Tom Collins, and Leslie McGann.



Calhoun MEBA Engineering School

2012 Course Schedule



ADVANCED CARGO OPERATIONS

(2-Week Course) 6 students maximum
March 26 - April 6
November 26 - December 7

ADVANCED FIRE FIGHTING

(1-Week Course) 10 students maximum
February 20 - February 24
November 5 - November 9

ADVANCED METEOROLOGY

(1-Week Course) 6 students maximum
April 23 - April 27
November 12 - November 16

ADVANCED PIPE WELDING

(2-Week Course) 6 students maximum
December 3 - December 14

ADVANCED SHIPHANDLING

(2-Week Course) 6 students maximum
February 6 - February 17
September 24 - October 5

ADVANCED STABILITY

(1-Week Course) 6 students maximum
April 30 - May 4
December 10 - December 14

ADVANCED WATCHKEEPING

(1-Week Course) 6 students maximum
February 20 - February 24
October 8 - October 12

APPLIED DIESELS

(4-Week Course) 6 students maximum
April 23 - May 18
October 22 - November 16

BASIC SAFETY TRAINING

(1-Week Course) 10 students maximum
March 5 - March 9
April 16 - April 20
May 14 - May 18
October 15 - October 19
November 26 - November 30

BST REFRESHER

(3-Day Course) 10 students maximum
March 5 - March 7
April 16 - April 18
May 14 - May 16
October 15 - October 17
November 26 - November 28

CMEO

(1-Week Course) 10 students maximum
March 12 - March 16
April 23 - April 27
June 4 - June 8
August 13 - August 17
September 10 - September 14

CONTAINER REFRIGERATION

(2-Week Course) 10 students maximum
February 27 - March 9
June 4 - June 15
September 24 - October 5
November 26 - December 7

DATA COMMUNICATIONS & NETWORKING

(2-Week Course) 12 students maximum
June 4 - June 15
December 3 - December 14

DIESEL ENGINEERING

(6-Week Course) 16 students maximum
February 27 - April 6
September 10 - October 19

ECDIS

(1-Week Course) 12 students maximum
March 19 - March 23
November 5 - November 9

ELECTRICAL TROUBLESHOOTING

(2-Week Course) 12 students maximum
March 12 - March 23
June 11 - June 22
October 15 - October 26
December 3 - December 14

ELECTRICITY

(4-Week Course) 12 students maximum
April 16 - May 11
August 6 - August 31

ELECTRICITY REFRESHER

(1-Week Course) 12 students maximum
March 5 - March 9
June 4 - June 8
October 8 - October 12
November 26 - November 30

FAST RESCUE BOAT

(1-Week Course) 8 students maximum
June 25 - June 29
July 23 - July 27

GAS TURBINE ENGINEERING

(4-Week Course) 12 students maximum
February 6 - March 2

GOVERNMENT VESSEL OPERATIONS

See CMEO and MSC Officer courses.
Engineering officers need both classes.
Deck officers only need MSC Officer.

HAZMAT

(1-Week Course) 16 students maximum
February 27 - March 2
November 12 - November 16
December 3 - December 7

INDUSTRIAL ELECTRONICS

(4-Week Course) 12 students maximum
February 13 - March 9
October 22 - November 16

INSTRUMENTATION

(3-Week Course) 12 students maximum
March 12 - March 30
May 7 - May 25
October 1 - October 19

MACHINE SHOP

(4-Week Course) 12 students maximum
March 12 - April 6
April 30 - May 25
August 6 - August 31

MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY

(2-Week Course) 12 students maximum
March 26 - April 6
May 14 - May 25
June 18 - June 29
July 23 - August 3
September 10 - September 21

MEDICAL CARE - PIC

(3-Week Course) 12 students maximum
March 12 - March 30
July 23 - August 10
November 26 - December 14

MEDICAL CARE PROVIDER

(1-Week Course) 12 students maximum
April 2 - April 6
April 30 - May 4
August 13 - August 17

MSC OFFICER

(2-Week Course) 10 students maximum
March 19 - March 30
April 30 - May 11
June 11 - June 22
August 20 - August 31
September 17 - September 28

OPERATING PRINCIPLES OF MARINE POWER PLANTS

(1-Week Course) 12 students maximum
April 16 - April 20
September 17 - September 21

PROGRAMMABLE LOGIC CONTROLLERS

(2-Week Course) 12 students maximum
April 16 - April 27
August 20 - August 31

RADAR RE-CERTIFICATION

(Examination Only)
Scheduled by Appointment

REFRESHER TRAINING - ENGINEERING OFFICER

(2-Week Course) 12 students maximum
December 3 - December 14

REFRIGERATION

(4-Week Course) 10 students maximum
April 30 - May 25
August 6 - August 31

SHIP MANAGEMENT - SAFETY MANAGEMENT

(2-Week Course) 6 students maximum
February 27 - March 9
October 15 - October 26

SMALL ARMS

(1-Week Course) 10 students maximum
May 21 - May 25
July 30 - August 3
October 8 - October 12

SMALL ARMS REQUALIFICATION

(2-Evenings Course) 10 students maximum
Scheduled by Appointment

STEAM ENGINEERING

(6-Week Course) 12 students maximum
October 8 - November 16

TANKSHIP -LNG

(2-Week Course) 12 students maximum
September 10 - September 21

TIG WELDING

(2-Week Course) 6 students maximum
September 17 - September 28

UPGRADING ENGINEER - MANAGEMENT LEVEL

(5-Week Course) 12 students maximum
July 30 - August 31

VESSEL SECURITY OFFICER

(1-Week Course) 16 students maximum
April 2 - April 6
August 6 - August 10
October 1 - October 5

VISUAL COMMUNICATIONS (Flashing Light)

(Examination Only)
Scheduled by Appointment

WELDING

(4-Week Course) 12 students maximum
February 13 - March 9
October 22 - November 16

ENROLLMENT PERIODS

For classes held during January 1 to June 30, applications are accepted starting November 1, 2011.

For classes held during July 1 to December 31, applications are accepted starting May 1, 2012.



CALHOON MEBA ENGINEERING SCHOOL

27050 St. Michaels Road • Easton, Maryland 21601 • (410) 822-9600 • Fax (410) 822-7220

ALL PORTS BULLETIN

New Course Offerings In 2012 Schedule

The Calhoon MEBA Engineering School is pleased to announce the following new course offerings for 2012.

Note: The Government Vessel Operations course has been replaced with two courses: MSC Officer and CMEO. Engineering officers need both classes. Deck officers only need the MSC Officer course.

Military Sealift Command Officer (MSC Officer)

This two-week course is designed for those persons who intend to apply for officer positions on government owned contract-operated Military Sealift Command (MSC) vessels. Training modules include Chemical Biological Radiological Defense, Damage Control, and Small Arms Qualification. The course also includes Military Sealift Command's Environmental Protection Officer Program, which includes laws, pollution, ozone depletion, and hazardous materials handling with protective clothing and emergency response procedures.

Note: Members holding a "Not Fit For Duty" slip are not eligible to take this course.

Course Capacity: 10 students

Prerequisites: None.

Special Requirements: To be qualified to participate in this course, the member must never have been convicted of a felony or any crime of domestic violence.

Civilian Mariner Engineering Officer (CMEO)

This one-week course is designed for engineers who intend to apply for operational level engineering officer positions on government owned contract-operated Military Sealift Command (MSC) vessels. Training modules include computer-based maintenance tracking program (SAMM), water testing, lube oil analysis, and a short module on technical writing.

Note: Members holding a "Not Fit For Duty" slip are not eligible to take this course.

Course Capacity: 10 students

Prerequisites: None.

Special Requirements: None.

Basic Safety Training Refresher (BST Refresher)

This three-day course is designed to meet the training, education, and assessment requirements of the STCW Manila Amendments for refreshing Basic Safety Training. Students will be instructed on, and must demonstrate competency in, all of the fire fighting and personal survival techniques that are required to be assessed ashore.

Note: Members holding a "Not Fit For Duty" slip are not eligible to take this course.

Course Capacity: 10 students

Prerequisites: None.

Special Requirements: To be qualified to participate in this course, the member must hold a currently valid STCW Basic Safety Qualification. A swimsuit will be needed for the water-related activities of this program. It is very important to note that critical elements of the assessment for the Personal Survival requirement are the ability to float for 2 minutes without a lifejacket and the ability to jump from a height into the water.

Enrollment Period For CMES Classes

Applications for these classes will be accepted via CMES website, US Mail, and Fax (410) 822-7220.

Enrollment Period:

Classes held during July 1 through December 31, applications will be accepted **No Earlier Than MAY 1, 2012.**

Applications sent prior to the acceptance date will be discarded with no notice sent to the applicant.

Application forms can be obtained at Union Halls, the Calhoon MEBA Engineering School web site (www.mebaschool.org), or by calling the school's Admissions Desk at (410) 822-9600, extension "0". Please discard all previous versions of the application form.

Prior to submittal, carefully read the instructions and qualifications on page two of the application form. One application form cannot be used for multiple registration requests.



Finished with Engines



THOMAS NEWMAN APPLEWHITE, JR.

Thomas Applewhite, Jr. passed away on May 26, 2011

at the age of 82. He was a resident of Fernandina Beach, FL. He was a native of New Orleans, LA.

Brother Applewhite joined the Merchant Marines after high school, and joined the U.S. Army in 1949. He served as a radioman in the Korean War. During the war, he met his wife Elaine, and married her after his discharge. He moved to Washington, DC and worked for the National Security Administration. In 1963, Thomas got a job with the Delta Steamship Company of New Orleans and worked his way up to the position of Chief Engineer. He eventually moved to Florida, and after his retirement from the Delta Steamship Co. in 1985, he bought and operated The Five Points Package Store with his son, Mike.

He was survived by his wife, Elaine C. Applewhite, who passed away in September. Thomas leaves behind his daughters Deborah A. Wickless and Sharon A. Phillips (husband Paul), his sons Michael K. Applewhite (wife Donna) and Douglas A. Applewhite (wife Jody), his brother Melvin Applewhite (wife Linda), and seven grandchildren.

“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.”

CHARLES BLACKMON

Charles Blackmon passed away on June 19, 2011 at the age of 73. He last sailed as a 2nd A/E with Liberty Maritime in 2001, and worked various night relief jobs. He retired from the M.E.B.A. on January 1, 2003. Brother Blackmon loved to watch the Texas Rangers and the Dallas Cowboys. He is survived by his daughter, Kelley Blackmon and her husband, Mike Mandrell; and grandchildren, Mikayla Mandrell and Justin Seward.

DAVID E. BRADWELL

David Bradwell passed away on September 21, 2011, at the age of 75. He was a resident of Charlotte, NC. Brother Bradwell last sailed aboard the **ROBERT E. LEE** with Waterman Steamship Company. He retired from the M.E.B.A. on August 1, 1997. David is survived by his wife, Carol; and children Ginger and David (Kyle).

JOHN HOWELL BRAINARD II

John Brainard II passed away on March 24, 2010, at the age of 85. He was a native of San Francisco, CA and a resident of Napa, CA. He

attended college in Bath, Maine, where he earned degrees in engineering.

In 1944, John joined the Navy and eventually went on to the Merchant Marines where he was a chief engineer. After leaving the service, brother Brainard went to work for Matson Navigation. In his 30-plus years with Matson, he was a chief engineer on such ships as the **SS HAWAII ENTERPRISE** and the **SS MAUI**. He retired in 1988. After his retirement he moved to Napa and worked as a volunteer teacher for Chamberlain High School, D.T. Davis, the school at Juvenile Hall as well as volunteering in the Napa Library.

He is survived by his sons John Brainard Jr., Stephen Sartori, William Brainard (wife Chloe Noggle-Brainard), and Michael Brainard; grandchildren Kai Brainard (mother Tiffany Brainard) and Michael Brainard Jr. (mother, Brooke Adams). In lieu of flowers, please send contributions in John Brainard's name to Stone Bridge School, 1870 Salvador Ave., Napa, CA 94558, 252-5522.

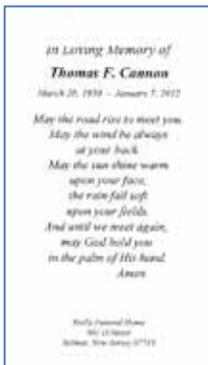
THOMAS FRANCIS CANNON



Thomas “Tom” Cannon passed away peacefully on January 7, 2012, in Salerno, Italy. He was 81 years old. Tom was a native of Jersey City, NJ.

“Tom was an engineer’s engineer. He excelled at everything he put his mind to, and inspired those around him to achieve their best,” said M.E.B.A. President Mike Jewell. “He was an excellent engineer, a motivating teacher, and a personal friend. He will be greatly missed.”

Cannon was the definition of



“Gentleman and Scholar.” A person of enormous knowledge and experience in the fields of Marine Engineering, Electronics, and Process Control, he

was also gifted with the talent and passion to teach. His contributions to the advancement and safety of marine engineering technologies were equaled only by his generosity, civility, and moral fiber.

“Tom Cannon, my classmate, shipmate and best man, was an inspiration to those who were privileged to know him. He was always responsive to the needs of others with simple or complex issues,” said Vice Admiral Al Herberger, USN (Ret.), and former Maritime Administrator. “His smile, kindness and extraordinary legacy will be with us always.”

“We were deeply saddened to learn of the passing of Thomas F. Cannon who

we greatly admired and respected,” wrote Louis Meltz, Esq., and the American Maritime Safety, Inc. staff. “Tom was a vibrant spirit in every area of his life. His warmth, generosity and keen intellect were special treasures that endeared him to all of us who knew and worked with him in the maritime industry. His exuberance made life around him a constant adventure while his unique sense of humor, generosity, decisiveness and keen powers of observation made him a self appointed commentator on the human condition. He was a brilliant scholar and a gentleman and a gentleman in the true sense of the word.”

Cannon was born in Jersey City, NJ on March 20, 1930 to Thomas Francis Cannon and Norah Feeney Cannon. He was the youngest of seven children. He attended St. Aloysius High School and after graduation had a short career at Metropolitan Life in NYC.

He was a 1955 graduate of the United States Merchant Marine Academy, and earned a BS in Marine Engineering. Cannon went on to achieve a MS in Mechanical Engineering from the Stevens Institute of Technology. For most of his sailing career, he worked for American Export Lines and Sea Land Services.

Beginning as a young man and throughout his retirement, Cannon held key engineering, technical, and managerial positions in critical maritime developmental projects and naval programs. He was the production engineer for the first subminiature electron tubes used in early computers, and for ceramic-shelled Nuvista tubes used in the first color TV’s. He went on to serve as the instrumentation and control system engineer during the development and deployment of the first commercial nuclear cargo vessel, the NS SAVANNAH. He later served as her Chief Engineer.

Cannon was also the test engineer for Naval Sea Systems Command during

development of Marine Gas Turbine Propulsion system design studies aboard the GTS CALLAGHAN; the first US commercial gas turbine cargo vessel. He also served as her Chief Engineer.

In addition, Cannon worked as a project engineer/manager for propulsion system conversions and modernization of several ships and ship-classes operated by Sealand Services. Again, he also served as the Chief Engineer of these vessels powered by large slow-speed marine diesels.

His last position, once he retired from the M.E.B.A. was that of lead instructor and course developer at the Calhoon M.E.B.A. Engineering School. Teaching was one of Cannon’s passions. He was well liked and respected by his students and co-workers.

In 1995, Cannon received the Silver Mariner Award from USMMA. This award recognizes graduates of USMMA who through their career have fulfilled the principal goal of the Academy. In 1997, he was inducted to the USMMA Athletic Hall of Fame; while at USMMA he earned 10 varsity letters (more than any cadet before him) in baseball, football and basketball. He led the football team in pass receptions for three of the four years he played and led the baseball team’s batting average and home runs for two years.

In 2008, the U.S. Maritime Administration awarded Cannon the Merchant Marine Medal for Outstanding Achievement and Distinguished Service. During the presentation, it was observed that Cannon might have been the only person to hold the license for, and have served as, Chief Engineer aboard a vessel of each current propulsion-type: fossil-fired steam, nuclear-steam, gas turbine, slow-speed diesel, and hybrid diesel-electric.

Certifications held by Cannon included: Licensed Senior Reactor

continued



Operator, Certified Instrumentation Electronics Technician, Certified Health Physics Technician, Certified Nuclear Instrumentation Engineer, and Certified Advanced Marine Trainer. Cannon was a life member of the Society of Naval Architects and Marine Engineers. The M.E.B.A. will be dedicating a plaque for Cannon in the Memorial Arbors at the USMMA.

Cannon was predeceased by his wife, Teresa L. Wolkoff Cannon and is survived by his wife, Concetta Siano Cannon and seven children, Mary Anne (Dan), Thomas (Joseph), Suzanne (Ronald), Adrienne (Sean), Aileen, Piper (John) and Heather (Anthony); and his grandchildren, Ron, Tom, Norah, Joseph, Mickey, Matthew, Grace and Emma, along with many nieces and nephews. In lieu of flowers, donations may be made to Sloan Kettering Cancer Center for Dr. Slovin's research, St. Jude Children's Research Hospital or United States Merchant Marine Academy-Kings Point.

STANLEY NORBET CORDWELL

Stanley Cordwell passed away on August 31, 2011 at the age of 87. He was a native of Ogdensburg, New York and a resident of St. Petersburg, FL. Brother Cordwell was a U.S. Navy veteran of World War II. He last sailed as a chief engineers in November of 1983 aboard the **SS DOLLY TRUMAN** for Lykes Brothers Steamship Company.

He was predeceased by his wife, Dolares who passed away in 2008.

DONALD K. DREIER, JR.

Donald Dreier, Jr. passed away on July 30, 2011 in his home, while surrounded by his loving family. He was 84. He was a native of New London, CT and a resident of Norwalk, CT. Brother Dreier last sailed as a 3rd A/E aboard the **SS UNITED STATES** with U.S.

Lines. He retired from the M.E.B.A. on July 1, 1970. His beloved wife, Ilse, of over sixty years, predeceased him. She passed away only three weeks prior. Donald is survived by his children Bruce, Jill, and Burghard.

HAROLD F. EVERETT

Harold Everett passed away on September 15, 2011, at the age of 87. He was a resident of Osprey, FL. Brother Everett retired from the M.E.B.A. on August 1, 1981. He is survived by his daughter, Marion Munger and son-in-law, William Munger.

JAMES THOMAS GERRITY

James Gerrity passed away on September 28, 2011, at the age of 86. He was a resident of South San Francisco, CA. Brother Gerrity last sailed as a radio officer in July of 1985 aboard the **AMERICAN TROJAN** with U.S. Lines. He retired from the M.E.B.A. on December 1, 1985.

EDGAR G. GISBY

Edgar "Ed" Gisby passed away on June 4, 2011, at the age of 82. He was a resident of Vancouver, Washington. Brother Gisby last sailed aboard the **PRESIDENT GRANT** for APL. He retired from the M.E.B.A. on May 1, 1991. Edgar's wife, Akemi, predeceased him in 2000. He is survived by his children Kathie and Thomas.

CHRISTOPHER J. HAYDEN, JR.



Christopher Hayden, Jr. passed away on October 6, 2011, at the age of 90. He was a resident of Port Jefferson Station, NY. Brother Hayden was a proud WWII Veteran. He last worked for Boston Marine in 1982, and retired from the M.E.B.A. on

April 1, 1992. He was predeceased by his wife, Clare in 1982. He is survived by his children Barbara Kelly, Christopher, Richard, Mark, Gary, Diane Morrow, and Gerard; siblings Joseph Hayden and Evelyn Nelson; and 7 grandchildren.

JOHN L. LIMANOWSKI

John Limanowski passed away on June 28, 2011 at the age of 88. He was a resident of Queens Village, NY. Brother Limanowski last worked as a radio officer for Farrell Lines in 1994. He is survived by his sister, Stephanie Limanowski.

FRANCIS LEO MURPHY

Francis (Frank) "Murph" Murphy passed away on December 16, 2011. He was 67 years old.



Brother Murphy was born in Massachusetts on December 21, 1943. He served in the Army from 1963 until 1969.

He sailed as a Chief Engineer, served as Baltimore Branch Agent from 1996 until 1998, and retired from the M.E.B.A. on June 1, 1999. He also worked at the Social Security Administration for 10 years before retiring in 2010. Brother Murphy was a Pasadena resident for 15 years and was a member of the American Legion Post 195, the V.F.W. Post 160, The Elks Club 622 of Annapolis and the Ferndale Community Club. He enjoyed spending time with his grandchildren and friends, golfing, photography and visiting casinos.

He is survived by his wife, Jean "Pat" Murphy (Nee Thompson); children Roseann Walden, Patricia Kelly (who works for M.E.B.A. Plans) and her husband Kenneth; siblings Patricia Jordon and her husband Cal, Jean Lincoln and her husband

Michael, Kathy Nash and her husband Earl; in-laws Anne Popilok and William Thompson. He also leaves behind his grandchildren and great-grandchildren Heather and Buzzy Walden, Kenny Kelly, Jr., Karissa and Kaylee, Mason Walden, Savannah Baker and McKenna Walden.

M.E.B.A. officials, members, and retirees attended the viewing and sent flowers in the Union's name. Contributions may be made to the Alzheimer's Association 1850 York Road Suite D Timonium, Maryland 21093.

EUGENE P. O'ROURKE

Eugene O'Rourke passed away on January 10, 2011 at the age of 88. He was a resident of Brooklyn, NY. Brother O'Rourke last worked as a port engineer with U.S. Lines. He retired from the M.E.B.A. on June 1, 1986. He is survived by his brother John O'Rourke.

DONALD R. POWERS

Donald Powers passed away on July 24, 2010 at the age of 75. He was a resident of Cope, SC. Brother Powers last sailed in October of 1988 as a chief engineers with Sealand. He retired from the M.E.B.A. on April 1, 1989. He was predeceased by his wife, Fanchon in 2008. He is survived by his sons Benjamin and Dennis.

EDWARD RUBANS

Edward Rubans passed away on November 9, 2011 at the age of 88. He was a resident of Port Washington, NY. Brother Rubans last sailed as a 3rd A/E aboard the **CHESAPEAKE BAY** with Topgallant Lines. He retired from the M.E.B.A. on April 1, 1990. He is survived by his wife, Vija Tamuzs Rubans.

JAMES MASON RUCKER

James Rucker passed away on November 25, 2011 at the age of 85. He was a native of Petersburg, VA and a resident of Gladys, VA.



As a U.S. Merchant Marine, Brother Rucker served in three wars, serving in the Pacific, Atlantic and Mediterranean war zones in World War II, and in Korea and Vietnam. At various times he was a member of the State Guard of North Carolina, Maryland and Virginia. He last sailed aboard the **S/S LAFAYETTE VICTORY** with MTL in April of 1970. He retired from the M.E.B.A. on May 1, 1970. He is survived by his wife, Renee; daughters, Sharon R. Gibson, Linda R. Slivkoff, Kimbra R. Massaker and Callie M. Rucker; grandchildren, Michael and Kristina; great-grandchildren, Tyler and Mandy. He was preceded in death by a brother and sister, Claude L. and Roberta Rucker. Memorial contributions may be sent to American Legion Post #16, PO Box 10216, Lynchburg, VA, 24506; or Wounded Warriors of Virginia, 900 East Main St. 6th Floor West Wing, Richmond, VA, 23219.

DAVID ALLEN SEIBOLD

David Seibold passed away on December 4, 2011, at his home. He was 82 years old. He was a native of New York City and a resident of Ocean City, MD.

Brother Seibold was a U.S. Army veteran, in addition to being a US merchant marine. He last sailed as a 2nd A/E aboard the **ARGONAUT** with Farrell Lines in 1990. He retired from the M.E.B.A. in March of 1991. After his retirement, David worked for the town of Ocean City as an attendant at the inlet parking lot. He had been an officer in the Swarthmore Condominium Association.

He is survived by his niece, Susan Bleistein. He was preceded in death by his sister, Nancy Bleistein in 1992.

MEYER STEIN

Meyer Stein passed away on October 23, 2011, at the age of 86. He was a resident of Irvine, California. Brother Stein last worked as a radio officer on the EXPORT CHAMPION for Farrell Lines. He retired from the M.E.B.A. on September 1, 1985. He was predeceased by his wife, Edna in 2006. He is survived by his daughters Kathy Adendroth and Marta Gallahair.

WALTER J. TAYLOR

Walter Taylor passed away on November 13, 2011 at Fidelia Eckerd Nursing Home, Highlands, North Carolina. He was 88 years old. Walter was a Staten Island, NY native and a resident of Highlands, North Carolina

He was valedictorian of Curtis High School graduating class of 1942, Staten Island, New York. Upon completing Maritime and Electronics schools, he was commissioned as an Ensign in the United States Coast Guard in 1944. A veteran of WWII, he retired as a lieutenant from the United States Maritime service in 1969.

Brother Taylor was a trustee and founding director of the Scottish Tartans Museum of Franklin, N.C., serving from its inception in 1989 until July 2010. He was a member of the Veteran Wireless Operators Association; the Society of Wireless Pioneers; the Sons of Confederate Veterans; the Scottish Tartans Society; the Scottish American Military Society; the American Legion, and the Highlands Lions Club.

He was predeceased in by his first wife, Barbara James and his brother John N. Taylor. He is survived by his second wife of 37 years, Catherine Patterson;

continued



two daughters, Dianne A. Taylor and Melinda T. Musumarra; a stepson, James T. Vinson; two stepdaughters, Margaret V. Bryson and Sandra K. Vinson; and four grandchildren. Contributions may be made to the American Heart Association, PO Box 5216, Glen Allen, VA 23058-5216 and Four Seasons Hospice, 571 South Allen Rd. Flat Rock, NC 28731.

HOWARD A. THOR



Howard Thor passed away on October 9, 2011 at the age of 88.

He was a native of San Francisco and a resident of El Sobrante, CA. Brother Thor's father worked on the waterfront and was a union activist, he died during the Longshoreman Strike of 1934 when Howard was 11 years old. Howard graduated from Berkeley High School in 1941 and attended UCB.

After the U.S. entered WW2, he suspended his studies to work in the Point Richmond Ship Yards. In April of 1943, he joined the Merchant Marine Navy Reserve and entered the Kings Point Alameda training facility. Howard was deployed transporting fuel in the Pacific. After the war, he resumed studies at Cal and earned a Ph.D. in Economics. He met Jean Disbrow while he was a student, they married in 1951 and had three children. By attending school in the evenings, Howard earned a degree in Engineering from Heald College. The family moved to El Sobrante in 1963 when Howard started teaching at the California Maritime Academy in Vallejo. He also worked as a Merchant Marine Engineer on weekends and holidays.

Brother Thor last sailed as a 3rd A/E aboard the SS MANUKAI for Matson. He retired from the M.E.B.A. on February 1, 1988. He was active in many associations, including the Golden Gate Chapter of the Steamship Historic Society,

American Merchant Marine Veterans, and San Pablo Pines Stamp Club.

He was preceded in death by wife Jean of 54 years and sister Irene. Survived by children Andrew, Lauren and Trevor, daughters-in-law Ligia and Barbara, son-in-law Peter; grandchildren Karina, Ryan, Megan, Gina, and Jamie, as well as his "extended family" at the El Cerrito Recycling Center.

JOHN VINCENT WEBBER

John Webber passed away on



April 9, 2011 unexpectedly at age 50 in Seattle, Washington. Brother Webber graduated from the Calhoon School in 1985 and had recently retired

as a Chief Engineer. He was originally from Butler, Pennsylvania, who loved the waters of the Chesapeake, Puget Sound, and the Pacific. The youngest of eight siblings, he was everyone's favorite brother. To his twelve nieces and nephews, he was a gentle giant who brought playfulness along with him. John liked to understand how things worked, distrusting simple explanations of how politics and financial markets worked. He enjoyed exploring new terrain on his motorcycle and working on his 80 acres of land in Central Washington.

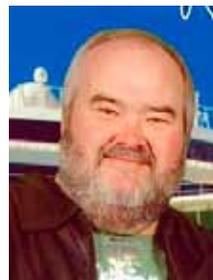


He is survived by three sisters, Mary Webber Weston, Pat Althardt, and Helen Moloney of Mechanicsburg; four brothers, Jim, David, Tom, and Paul; and 12 nieces and nephews. John's

family and friends honored his memory through a memorial at the Memorial Gardens at the Calhoon School in Easton, MD on Saturday, June 25th. Those who knew him are welcome to sign an online guestbook located at, <http://www.memorialwebsites.legacy.com/JohnVWebber/homepage.aspx>.

MARK WHYTE

Mark Whyte passed away on November 23, 2011, at the age of 53.



He was a native of Dayton, OH, and a resident of Brandon and Valrico, CA. Brother Whyte was a CALHOON M.E.B.A.

Engineering School graduate. He retired from the M.E.B.A. after 22 years of dedicated work. He is survived by his wife of 30 years, Karen; son, Nicholas Whyte; daughter, Kristen Whyte; father and mother, John and Georgia Whyte; and brothers, Michael Whyte and John Whyte (Marlene). Memorial contributions may be made to the charity of your choice.

A memorial service was held for Brother Webber at the Calhoon School in June.

A sculpture was erected in his honor in the Merchant Marine Memorial Gardens.

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Capt. Marshall Townsend of the **YORKTOWN EXPRESS** (MTL) takes a break to speak with Houston Patrolman Mike Dunklin.



The **USNS MERCY** celebrates Thanksgiving with smoked turkey, fried turkey, and all the sides. From left to right are Second Engineer Bruce Johnson, Chief Engineer Steve Starr, and Third Engineer Spencer Pierce.



M.E.B.A. member Hung Tran (center) with his wife and nephew enjoying a San Francisco Giants MLB game during the San Francisco Labor council night.



C/E Richard Marecki and 1st A/E James Feyler stop to smile aboard the **OVERSEAS TEXAS CITY**.



Aboard the NOAA Ship **MV FERDINAND HASSLER** in Norfolk, VA is M.E.B.A. Government Fleet and Norfolk Rep. Peter Schuffels, 2nd A/E Joe Jacovino, C/E Sam Hardy, and 3rd A/E Mike Hillston.