

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Winter/Spring 2013

**Tell Washington, D.C. to Support
the U.S. Merchant Marine!**



IMPORTANT ELECTION NOTICE

DISTRICT NO. 1-PCD, M.E.B.A. NOTICE OF 2013 NOMINATIONS AND ELECTIONS

PLEASE TAKE NOTICE that, pursuant to the By-Laws of District No. 1-PCD, M.E.B.A., an election for District-wide offices and jobs will be held this year. Ballots will be mailed to all members by September 3, 2013, and must be returned to the designated depository by November 30, 2013.

The period during which nominations shall be made will commence on June 3, 2013. To be timely, nominations must contain the information specified in Article 10, Section 1 of the District No. 1-PCD, M.E.B.A. By-Laws and must be received by July 12, 2013. Only nominations received during this period will be accepted and forwarded to the Credentials Committee.

ELECTED OFFICES AND JOBS

Branch Offices will be maintained in the following ports consistent with the provisions of District No.1-PCD, M.E.B.A. By-Laws: New York, New Orleans, Houston, Los Angeles, San Francisco, and Seattle. The Baltimore Hall will discontinue as a Branch Office but remain open as a Hall with a part-time representative, and the Norfolk Hall will become a Branch Office with a part-time representative. Also, the By-Laws provide that Branch Agents and Headquarters Officers shall be ex-officio delegates to National Conventions. Eleven additional Representatives as Delegates to the National M.E.B.A. Convention (for a total of twenty delegates, including ex-officio delegates) shall appear on the ballot in the referendum election of 2013 of District No.1-PCD, M.E.B.A.

Representatives to the National Convention, as indicated below, shall appear on the ballot in the referendum election in 2013. The following offices for election shall appear on the ballot in the referendum election in 2013 of District No. 1-PCD:

HEADQUARTERS

President, Representative to National M.E.B.A. Convention and National Vice President.

Secretary-Treasurer and Representative to National M.E.B.A. Convention.

PORT OF NEW YORK

Branch Agent, Vice President, Atlantic Coast and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF NORFOLK

Branch Agent and Representative to National M.E.B.A. Convention.

PORT OF NEW ORLEANS

Branch Agent, Vice President, Gulf Coast, and Representative to National M.E.B.A. Convention.

A Patrolman position will not be on the ballot to reduce costs; a part-time representative will assist the Gulf Coast V.P.

PORT OF HOUSTON

Branch Agent and Representative to National M.E.B.A. Convention.

A Patrolman position will not be on the ballot to reduce costs.

PORT OF LOS ANGELES

Branch Agent and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF SAN FRANCISCO

Branch Agent, Executive Vice President and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF SEATTLE

Branch Agent and Representative to National M.E.B.A. Convention.

Patrolman.

continued on page 2

On the Cover:

Every night and day, the politics in D.C. determine the future of the U.S. maritime industry. Find out how to help secure your job.

Photo of the Capitol taken from atop M.E.B.A. HQ. Photo of the White House taken from AFL-CIO Headquarters.

Marine Officer

The Marine Officer (ISSN No. 10759069) is published quarterly by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO).
Tel: (202) 638-5355
Fax: (202) 638-5369
Audra Kincaid
Director of Communications
Phone: (202) 638-5355 Ext. 250
Email: akincaid@mebaunion.org

Periodicals Postage Paid at Washington, DC
POSTMASTER:
Send address changes to the Marine Officer
444 N. Capitol Street, NW, Suite 800
Washington, DC 20001-1570
Visit the M.E.B.A. website at 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

"You are what you do, not what you say you'll do."

Carl Jung

The U.S. maritime industry is at a turning point. With the wind-down of the wars in both Iraq and Afghanistan some of our companies are facing extreme financial pressures. In addition, it is no secret the recovery from the great recession has been slow and uneven and made all the worse with sequestration. Recently, APL announced it was reflagging four M.E.B.A.-crewed vessels to be ultimately scrapped citing lack of cargo. We at M.E.B.A. have to recognize the environment we are working under and adjust accordingly.

For the DEC and me, we are committed to providing quality jobs for our members and a high level of service to the membership. In meeting the needs of the membership, it has to be done smarter and we have to recognize savings. To that end, we are making some tough decisions.

In May, I put out the President's Pre-Balloting Report that made several changes to better align M.E.B.A. port structure with modern day realities. M.E.B.A.'s Baltimore hall will discontinue as a Branch Office but remain open as a hall with a representative. The monthly membership meetings at the Calhoon School – and all other halls -- will be unaffected. Our Norfolk hall will now have an elected Branch Agent to oversee that busy office and will likely be supplemented by a part-time representative. To accommodate this shift, Norfolk will replace Baltimore when members are selected for rank and file committees such as the Financial Review Committee and Tally Committee.

In addition, Patrolman positions have been eliminated in New Orleans and in Houston. The DEC had considered a possible relocation of the Gulf Coast V.P. to either Houston or Tampa but ultimately we decided that we would leave that possibility open until after the effects of the Panama Canal expansion are known.

Members at the May M.E.B.A. monthly meetings approved these changes by voting in support of the Pre-Balloting Report and a DEC Resolution that effectuates those changes to the By-Laws. Those changes will be made official at midnight on December 31, 2013 and will be signified on the upcoming 2013 M.E.B.A. officers' election ballot.

I thank the membership for their vote. I especially thank Steve Jablonski, Baltimore Branch Agent, who was an early supporter of moving the Baltimore Branch Agent to Norfolk. Norfolk is home to an M.E.B.A. commercial contracted company (Maersk), the Military Sealift Command and has a large NOAA and USACE presence. I also thank our New Orleans Patrolman Wilson Johns who on a union official conference call first suggested the elimination of his New Orleans position. We estimate significant cost savings as a result of these changes but are mindful of keeping up our access to the membership in the halls and on the ships.

We are also initiating cost savings with a new software program that will automate the manual registration and dispatch system currently in use around the ports. The new system will provide real-time registration and dispatch information, automate the printing of registration cards and dispatch sheets, and will provide us with accurate dispatch reports. The new system will also allow us to build a shipping history for each member. It's a 21st century program that takes advantage of modern technology. Rest assured, our trusted dispatchers will be there for you, and this system will make their jobs a lot easier and result in significant savings.

It's easy to talk about what needs to be done; it is a lot tougher to actually make it happen.

U & F

Michael B. Jewell



IMPORTANT ELECTION NOTICE (continued)

REPRESENTATIVES TO THE NATIONAL M.E.B.A. CONVENTION

Eleven (11) additional Representatives as Delegates to the National M.E.B.A. Convention shall appear on the ballot.

IMPARTIAL ADMINISTRATOR

TrueBallot, Inc. shall conduct the election and act as impartial administrator of the District No. 1-PCD election of 2013 of Officers, Branch Agents, Patrolmen, and Delegates.

INSTRUCTIONS FOR SUBMITTING NOMINATIONS:

This is a general explanation that does not change or otherwise interpret M.E.B.A. guiding documents. Candidates are advised to refer to the By-Laws and Constitution when submitting their nomination.

Any member may submit his or her name for nomination for a District office or National Convention representative by delivery in person, courier or any such service that provides a certified time of receipt to both parties, a letter or nomination form addressed to the Credentials Committee, c/o the District President, District No. 1-PCD, M.E.B.A., 444 North Capitol Street, NW, Suite 800, Washington, DC 20001. The letter or form shall be dated and contain the following information:

1. The full name of the candidate and, if he/she wishes, any special name to appear on the ballot.
2. His/her home address and mailing address.
3. The number of his/her last dues receipt and the name of the Branch where he/she last paid his/her dues.
4. The title of the office or other job for which he/she is a candidate, including the name of the Branch in the event the position sought is that of Branch Agent or Patrolman.
5. Evidence of employment time for appropriate years.
6. The letter must also have attached to it a certificate in the following form signed and dated by the proposed nominee:

I hereby certify that I am not now, nor for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

(Signature of Member)

Dated: _____

ELIGIBILITY REQUIREMENTS FOR SUBMITTING NOMINATION FORMS

2013 Election Nomination Forms are available at all M.E.B.A. offices. A member is eligible for nomination to and election as a full time and paid elective official provided he or she is at the time of nomination and election a member in good standing and [1] has been a member of the National Marine Engineers' Beneficial Association or of an organization which has duly affiliated with the National Marine Engineers' Beneficial Association and District No. 1-PCD, M.E.B.A. for one year immediately preceding the date of closing of nominations; [2] has either 180 days of employment, including days of vacation, employed with a company covered by a collective bargaining agreement with the Union in each of any two full calendar years of the three calendar years immediately preceding the closing date of nominations or equal time served as a full-time and paid elected or appointed official of the National Association or District No. 1-PCD, M.E.B.A. or any organization which has duly affiliated with the National Association or equal time served in the employ or on behalf of one or more of any District's Plans.

Eligibility will be determined by the Credentials Committee in July 2013.

ELECTION NOTICES

A special issue of the Marine Officer will be published in August 2013. Each candidate for office may submit a passport-type photograph along with a campaign statement of up to 400 words, but no more. Although not required, candidates are strongly encouraged to provide their statements and photos in electronic format included in their package to the Credentials Committee. Digital photographs should be at least 300 d.p.i. The statement should be designed to promote, educate and inform M.E.B.A. members about a candidate's qualifications and background. In order to be printed in the Marine Officer special issue, each candidate's statement and/or photograph must be submitted with the nomination. Statements and/or photographs are not a requirement for nomination.

Policies and platforms may be included but personal attacks on candidates for any office will not be accepted for publication.

Any questions regarding nominations or elections must be submitted in writing to District No. 1-PCD, M.E.B.A., 444 North Capitol Street, NW, Suite 800, Washington, DC 20001-1570. You can also e-mail questions to mebahq@mebaunion.org.



M.E.B.A. Call to Action!



The M.E.B.A. has worked tirelessly with new and old Members of Congress to help defend the U.S. Merchant Marine. Executive VP Dave Nolan, freshman Rep. Derek Kilmer (D-WA), and President Mike Jewell meet at M.E.B.A. HQ to speak about vital issues to the USMM.

The past two years have most certainly been trying times for the maritime industry. As a result of a completely dysfunctional Congress, key maritime issues have suffered from neglect and unwarranted legislative attacks. In order to preserve American maritime jobs and protect America's national defense, the M.E.B.A. is calling on you to reach out to your Members in Congress.

Whether you work on a Washington State Ferry or you sail in the international trade, federal programs and regulations are the linchpin of your job and the U.S.-flag Merchant Marine. America's past is rich in maritime history and has been supported by every Presidential administration and Congress. They have always understood the importance of a strong Merchant Marine to our economy, national security,

and our ability to wage war. But, unfortunately, that support is waning.

From the Jones Act to Cargo Preference and from the Maritime Security Program to the Army Corps of Engineers, whether intentional or not, almost every facet of the U.S. maritime industry is under consideration and scrutiny in Washington, D.C. Because of that, we need your help. We have reached a point where the current model of education is not enough. Helping Members of Congress understand that the U.S. maritime industry is vital to our nation's economic and national security is of the utmost importance.

continued on page 5



Gulf Coast VP Jonathan Lincoln, Atlantic Coast VP Chris Guerra, Executive VP Dave Nolan, Rep. Lois Frankel (D-FL), President Mike Jewell, and Secretary-Treasurer Bill Van Loo met at M.E.B.A. HQ to discuss investing in infrastructure to help maintain and create U.S. maritime jobs and revitalize the Nation's economy.



Your lifestyle is unique. Plan your retirement accordingly.

Having a plan and the right financial solutions can help you put a confident retirement within reach. As a private wealth advisor with Ameriprise Financial, I'll work with you to define your retirement dreams. And together, we'll create a plan that works for you - with the products and strategies that are right for your goals.

2011 Barron's Top 1000 Advisor



**Randall S. Linde, CFP®,
AAMS®, CRPC®
Private Wealth Advisor**

Randall S. Linde & Associates
A private wealth advisory practice of
Ameriprise Financial Services, Inc.
126 Wells Avenue South
Renton, WA 98057

Learn how you can put your confident retirement more within reach.

Call me today at (800) 563-1636

or visit

www.randallslinde.com

(Specializing in the Pacific Northwest and Southeast Alaska regions)

Ameriprise Financial cannot guarantee future financial results. Brokerage, investment, and financial advisory services are made available through Ameriprise Financial Services, Inc. Member FINRA and SIPC. Some products and services may not be available in all jurisdictions or to all clients. The listings are based on data provided by over 3,000 of the nation's most productive advisors. Key factors include: assets under management, revenue produced for the firm, and regulatory and compliance record. Source: Barron's®, February 22, 2010, "Top 1,000 Advisors". Barron's® is a registered trademark of Dow Jones, L.P.; all rights reserved.

The M.E.B.A. does not necessarily endorse the services of our advertisers.



Meeting Schedule

Port	June	July	August
Baltimore@CMES	Tues. 4	Tues. 9	Tues. 6
Boston	Mon. 3	Mon. 8	Mon. 5
Charleston	Tues. 4	Tues. 9	Tues. 6
Honolulu	Fri. 7	Fri. 12	Fri. 9
Houston	Tues. 4	Tues. 9	Tues. 6
Jacksonville	Mon. 3	Mon. 8	Mon. 5
L.A. (Wilmington)	Thurs. 6	Thurs. 11	Thurs. 8
New Orleans	Wed. 5	Wed. 10	Wed. 7
New York (New Jersey)	Thurs. 6	Thurs. 11	Thurs. 8
Norfolk	Thurs. 6	Thurs. 11	Thurs. 8
San Francisco (Oakland)	Tues. 4	Tues. 9	Tues. 6
Seattle	Mon. 3	Mon. 8	Mon. 5
Tampa	Thurs. 6	Thurs. 11	Thurs. 8



In order to reach decision makers on multiple levels and from different vantages, please reach out to your local legislators, Congressmen, and Senators to:

- Explain why a vibrant U.S. Merchant Marine is vital to our economic and national security.
- Explain the importance of Jones Act, Cargo Preference, the Maritime Security Program, and the other programs and laws that support the industry.

The Obama Administration budget proposal released in April includes a drastic change to the way our country would administer foreign food aid. Rather than send U.S. grown commodities that are transported by U.S. mariners, the President would rather send the money overseas in the form of cash vouchers in order to buy the food locally. Not only would this negatively impact the current system of goodwill as the bags of grain are stamped with the American flag, but it would drastically impact American farmers, processors, inland transportation workers, longshoremen, and mariners. The same mariners, by the way, that are responsible for the delivery of bullets and blankets to the warfighter whenever and wherever needed.

The M.E.B.A. political team, together with a number of maritime, port, agriculture, and international aid organizations have joined together to educate Members of Congress on the importance of the current system. It simply makes sense that if American tax dollars are going to be sent overseas, American workers should be involved in the process and receive some benefit. The M.E.B.A. will continue to fight to protect the current system of food aid as the budget process moves forward.

It is extremely important for our federal legislators to understand that the Jones Act is the lifeblood of our industry. Continuously, as an industry, we are required to defend this important law. It is imperative that you, as M.E.B.A. members, are able to connect with your elected officials so that they can learn the importance of the Jones Act and understand that it ensures the U.S. a strong shipbuilding base, expertly trained and licensed mariners, and protects our national sealift capacity. They need to understand that this law helps to guarantee you, and many other hardworking Americans a job.

While the M.E.B.A. political and legislative team in Washington D.C. leads the industry in effectiveness, it is important that Members of Congress understand that this is not solely a “D.C.” issue – that there are hardworking mariners living, working, and most importantly, voting in their districts.

If you need assistance gathering the proper contact information for your Members of Congress or if you would like the most recent information regarding the legislative policies affecting the U.S. maritime industry and how it pertains to you, please reach out to Matt Dwyer at M.E.B.A. Headquarters at (202) 638-5355 or at mdwyer@mebaunion.org.

Finally, please do not underestimate the power of your voluntary contribution to the M.E.B.A. P.A.F. Your contribution is used exclusively and effectively to raise the profile of M.E.B.A. and to protect and promote current and future M.E.B.A. jobs!

P.A.F. money goes to assist legislators who defend Cargo Preference funding. For example, this spring, Congressman Elijah E. Cummings (D-MD) and Congressman Scott Rigell (R-VA) introduced H.R. 1678, the Saving Essential American Sailors (SEAS) Act. This bill would repeal Section 100124 of the MAP-21 legislation, which reduced from 75 percent to 50 percent the amount of U.S. food aid required to be carried on U.S.-flagged vessels. Representatives Cummings and Rigell fully understand exactly how important the U.S. Merchant Marine is to our national security and economic strength. Furthermore, they realize that without cargo to sustain this industry, there will be no more U.S. Merchant Marine, and the commercial U.S.-flag fleet will sadly disappear.



Congressman David Joyce (R-OH) comes to M.E.B.A. HQ to discuss issues that are vital to ensuring U.S. mariner jobs with President Jewell.

PAF FAQ

As a follow-up to last year's article, the MEBA Headquarters has continued in its effort to be as transparent as possible with the Political Action Fund (PAF) and would like to address some more FAQ's.

1) During this economic downturn, why should I continue to give to the PAF?

Your PAF contribution should be one of the last things cut when tightening your belt during these tough times. Your contribution to the PAF is the best tool that the Union has to influence the power brokers who are responsible for making policies that directly affect your job. Please do not forget that EVERY MEBA job is directly dependent on federal laws and regulations.

2) Aren't PAF dollars used for MEBA officials to "wine and dine"?

Absolutely not. Every dollar distributed from the PAF is given directly to the political campaign of legislators who are working to promote the MEBA and the U.S.-flag maritime industry. Further, every PAF expenditure is, by law, required to be reported to the Federal Election Commission. Yes, sometimes the checks are given at a reception or dinner, but the sole purpose of the event is to educate the legislator and to raise the profile of the MEBA.

3) Isn't MEBA PAF already large enough?

Contributions to the PAF have declined by 37% over the past 10 years and only 30% of MEBA members contribute to the PAF. That bears repeating. Only 30% of MEBA members contribute to the PAF. And many of those contributions are under \$50. Please join with your brothers and sisters who are currently carrying your water. Your contribution will ensure the longevity of a strong U.S. maritime industry for future generations as well as a vibrant MEBA pension plan for current and future retirees.

4) I'm not involved in the process so why should I give?

MEBA officers and political staff have done everything they can to make the process as transparent as possible. To be clear, the method of distributing PAF dollars to Members of Congress does not change from one administration to another. Although the targeted Congressmen and Congresswomen may change, the support will always be given to the Democrat, Republican, or Independent who best supports the MEBA. Further, every MEBA member is encouraged to come to Washington D.C., visit with the Chairman of the PAF, Bill Van Loo, and the political team, and attend Congressional meetings and political events with the team. Your involvement is important!

5) How much should I give?

As much as you can reasonably afford. Many members contribute as much as 2%. However, 1% or even \$25 a month is certainly helpful. Vacation check-offs are simple, painless, and important to maintain regularity and budgeting for the PAF.

If you have any questions about the administration of the PAF, please feel free to contact Bill Van Loo at MEBA HQ. Further, if you happen to be passing through Washington D.C. and would like to follow the political team for a day, let us know.

2012 Political Action Fund Honor Roll



Order of Magellan (\$1000 and above)

Mike Dunklin
Mike Jewell
Greg Quintana
Samuel Sanders
Bill Van Loo
Wilson Johns
Phil Strissel
Christopher Guerra
Jonathan Lincoln
Steve Jablonski
Donal Staples
David Nashif
Barry Van Vechten
Theodore Marvin
Pete Schuffels
Ray Twitty
John O'Brien
James Lackey
Mike Tinkel
Jeff Duncan
Adam Smith
Bill Thomas
Richard Adams
James Nolan
James Gibson
Robert Martens



Shellback Level (\$250-499)

Peter Quinones
Frank Michalski
Richard Bell
Phil Sistrunk
John Long
Richard Doherty
Wesley Sikora
Timothy Raab
Leonard Helie
Michael Kirby
Nicholas Halbach
Dave Nolan
Frank Haunfelder
Dustin Skala
Frederick Olsen
Alex Antony
Frank Berner
Robert Laws
Michael Martykan
Shane Farnsworth
Eric Berndt
Paul Wilson
Lawrence Gribbin
Richard Jendrasko
Anthony Carubba
Thomas Kreta
Thomas Dewhirst
Michael Figueroa
Brian Conroy
James Lipinski
Robert McMurray
David Iacobucci
Christopher Sterling
Christopher Kewley
John Yang
Kyaw Thant
Thomas Toomey
Joseph Crell
Erin Bertram
Ronald Smith
Robert Mills
Laurence Sprague
Justin Litterine
Bozidar Balic
Ryan Lehman
Bruce Westlake
Mark Bostick
Michael Brady
Michael Hoelzer
Jonathan Kalmukos
Alexander Robinson
Larry Brown
Brian Fritschi

Lynden Cothany
Chris Olson
Rolando Gumanas
Henry Schroeder
Kevin Cross
Robin Hirth
Alem Berhe
Eric Brandt
Andrew Walton
Mark D'Arcy
Peter Jorgensen
James Joyce
Herbert Zilla
Ray Jones
Arni Foss
Thomas Connor
Michael Woolford
Christopher Myers
Michael Breton
Nathan McCrillis
Daryl Thomas
Harley Coulbourn
Paul Riley
James Robertson
Richard Haynes
David May
Bruce Estabrooks
Nathan Weymouth
Eric White
Richard Laksonen
Thidiane Kanoute
Randall Pearsall
David Newell
Clayton Whidden
Kenneth Ritzinger
Thomas Bands
Michael Kovach
Marco Rodriguez
Murrell Hilton
James Garberg
Austin Kilmer-Morris
Steven Walker
Thomas Burnside
James Taylor
Ernest Leep
Keith Deirup
Andrea Pizzorni
Thomas Povalec
John Booth
Mark Collins
Daniel Barone
Kelsey MacDonald
Peter MacDonald
Gary Ford
Stephen Haines
John Brian
John Hall
Christopher Scheldt
Darryl Hunt
Jeffrey Andrade
Janine Wachter
Jimmy Hardin
Barton Troxell
James Smith
Michael Cull
Katherine Haven

Coy Herrington
Gary Ness
Paul Russell
Raymond W. Silliman
Russell E. Skogen
Joseph Boyer
Michael Doherty
Marco Cannistraro
Shawn McLaughlin
Andrew MacDougall
William Siemann
Michael Tucey
Dallas Crow
Matthew Gomez
Timothy O'Donnell
August Peterson
Paul Lemoine
Lawrence Baas
Paul Sullivan
Paul Tedesco
Jason Underhill
Andrew Leonardi
Timothy Feeney
Brandon Starodub
Jason Fetter
Makeda Garraway
Andrew Stamm
David Cake
Michael Burns
Luther Carroll
Mark Newberg
Barry Unnold
George Morris
Gregory Jackson
Ehtesham Ahmed
John Fountas
Howard Parks
Stephen Kulas
Claudia Cimini
Gregory Herz
Harold Williams
James Rowe
Devlin Miller
Alan Harvie
Patrick Anderson
Paul Galvin
Robert Thomas
James Palmer
Edward Figelski
Michael Marks
Thomas Jacobs
Gregory Smith



Polywog Level (\$100-249)

Richard Royston
William Ebanks
Timothy Morton
Lorenzo Padilla
Matthew Hilton
Robert Cruise
Michael Krause
Steven McCallister
Ole Nilsen
John Slaght
Raymond Sunga

Wayne Wilson
Joseph Wolff
Glenn Buettner
Brian Gerrish
Eustace Henry
Steven Beaulieu
Thomas Hickey
James Gilroy
Matthew Fisher
James Twomey
Bruce Cooper
Robert Feldman
Roger Hanson
Bill Knowlton
Tracy Mathewson
Roger Weeden
Sean Grace
Ralph Dasha
Beddie Bonner
William Ayres
Daniel Ledoux
James Moore
Jesse Strickland
Nebojsa Milosevic
Kenneth Nilsen
Cristobal Jaquez
Panagioti Andronikos
Lars Flink
Sonny Acosta
Danilo Datuin
Scott Seifart
Owen Philbin
Jay Pillard
Mathew Stepinski
Timothy Casey
Timothy Dayton
Alfred St. John
Albert Elias
William Francis
Kenneth Levan
Rene Vazquez
Joseph Rowley
Michael Collinsworth
Keith Turcotte
Thomas Ochs
Thomas Tompkins
Thomas Lynch
Timothy Burchfield
Patrick Wright
Peter Sullivan
Fernando Salvador
Carl Page
Matthew Thatcher
Louis DiGiacomo
Charles Holliday
Louai Abdou
Randall Skillern
Richard Brooks
Robert Dance
Craig Larkins
Frank Wyrick
Matthew O'Sullivan
Paul Roberts
William Martin



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

Mark S. Gallagher
Anthony Sasso
Daniel Kelley
Ben Goldrich
Luke Kaili
Dasril Panko
Robert Ohler
Jeremy Cobo
Rene Asupan
Paul Hebert
Terry Miles
Thomas Zysk
Thomas Mckenzie
Kurt Landwehr
Anthony Garza
Christopher Bolduc
Robert McGuire
Marc Poniatowski
Audra Kincaid
Nicholas Sullivan
Matthew Galle
Charles Schroeder
Herbert Schmeltz
Steven Watson
Zarko Lazic
Bruce J. Huntington
George Greenig
Robert Madden
Daniel McCormick
Michael Demelio
John Guccione
David Fitzgerald
William Farrell
David Scott
Robert Heanue



2012 Political Action Fund Honor Roll

Arnoldo Guevara	Marijan Mustac	Brian Brady	James Burnette	Leonard Colavecchio
Thomas Brown	Laura Beck	Douglas Gallagher	Frank Czuba	Eric Gould
Peggy Wilson	Thomas Pollock	Bryan Humphrey	Eric Downer	Jerzy Ziolk
James Sevitz	James Frazier	Matthew Kehoe	Michael Mann	Kelly Cameron
George Thanash	Jeffrey Gaudette	Brian Kenny	Peter Nee	Mikel Avery
Robert Katzara	Ward Johnson	Kevin Lee	Jonathan Keller	Felix Tapales
Robert Lee	Paul McGrath	Jason Lisowski	Daniel Schanno	Steven Day
Bryan Villanova	Leonardo Harris	Jeff Pillard	Matthew Alonge	Ted Jacobites
Matthew Boleza	Leo Muldowney	Larry James	Michael Morris	Dennis Cline
Justin Harding	Gregory Kuijper	Gregory Logue	Andrew Dunlop	Tracy Redding
Michael Gordon-Tennant	Thomas Ferguson	William Peddie	Charles Cambra	Grant Begley
Steven Hutchins	John Dunleavy	Joseph Robson	Frederick Delucca	John Langley
Vladimir Chpatchev	Stephen Meyer	Willis Spear III	Nils Djusberg	Ryan Carpentier
Peter Filecchia	Charles Norval	Sean Stevens	Shawn Mackay	Robert Mecker
Maxim Alper	Richard Williams	Andrew Wormwood	Thomas Treen	Robert Elliott
Nicholas Neill	Stuart Fay	Timothy Jany	Bradley Ducharme	William Stemwell
Michael Antonelli	Ryan Quinlan	Thomas Campbell	Bruce Farnham	Sterling Jackson
Elizabeth Morris	Christopher Paul	Matthew Papson	Alan Lavertu	Douglas McPhee
Jeffrey Robert	Karim Elgallad	John Reed	John Zalewski	Matthew Desenfants
David Goddard	Daniel Gifford	Frederick Price	Timothy Drews	Frank Angelacci
John Haarmann	George Negoescu	Michael Willard	Richard Collins	Patrick Burk
Arthur W. Hemmings	Logan Higgs	Phyllis Prokopich	Maurice Welsh	Dave Cash
Todd Bilodeau	Alfredo Benitez	Peter Steverman	Serena Webber-Bey	Daniel Earle
Nicholas Sermoneta	Charles Hughes	Stephen Wessling	Steven Osmus	Hieu Nguyen
Charley Edwards	David Backstedt	Michael Snow	Mark Gilmour	Ryan McNeight
Enrico Butcher	Harold Schreier	Patrick Duffy	Helbert Esquivel	Daniel Campbell
Louis Ludwig	Charles Apudo	Wayne Webb	Joseph Padula	Isidro Fernandez
Curtis Bremer	Mark Weismann	Robert Womble	Luis Quinones	Todd Moreland
William Thomson	Sylvan Haas	Delbert Wilson	Jeffrey Behnke	Clarence Rater
James Tims	Edward Kelleher	Ross Thomas	James S. Burnside	Tory Ricker
Ross Himebauch	Julius Rodillas	Percy Knudsen	Peggy Dudley	James Dulong Jr.
Robert Trifonoff	Sean Humphrey	Norvin Castillo	Donald Duncan	Cle Collins
James Adams	Patrick Wall	Andrew Christensen	Ken Farley	Michael Carr
Craig Moore	Tracy Burke	Adel Lotfy	Michael Fisher	Eric Chagnon
Todd Sparling	Finn Kristiansen	Cory Clay	Robert Fulling	George Dubuc
George Torrey	Leo Williams	Thomas Collins	David Hamilton	John Griffith
John Johnson	Michael Donlon	Greg Guldjord	Ryan Wall	John Janowicz
Thomas Benz	Benjamin Larrabee	Miguel Flores	Sean Wall	Scott MacKay
Michael Christensen	James Feyler	Anthony Aiello	Richard Butzen	John O'Donnell
Kenneth Moll	Zebadiah Strout	Joshua Knowles	Donald Mullett	Michael Purcell
Rudolph Breton	Harold Watts	Patrick Long	Manuel Carrancho	Edward Quinn
Craig Newton	Francis Armitage	Mark Nowak	John Rogers	Eric Connor
Leonard Hanson	John Coulter	William Harrison	John Green	Thomas Poulin
Alfredo Sanchez	Richard Anderson	Peter Jendrasko	Melchor Llanos	Demian Trask-Annies
Jeaneth Moises	Albert Caskie	Michael Ryan	Stanley Hjort	Douglas Blake
Clyde Dodson	Nathan Barnard	Aaron Simard	Edward Duderstadt	Loren Massey
Romualdas Videika	Vladimir Gostevskiyh	William Burns	Roald Krogstad	Lyle Armacost
Edgar Sison	Megan Jenkins	Justin Whitton	Stephen Franks	Kevin Kelly
David Black	Zachary Powell	Paul Mutina	Paul Mankin	Joshua Kohl
Gary Trigueiro	John Catanzaro	Carter Seabrook	Patrick Fales	Charles Lacour
Michael Coggio	Douglas McCall	Paul Smith	Daniel Adamski	Steven Pike
Derek Haars	Ralph J. Sims	Mary Halloran	Brian Flynn	Dan Reddan
Michael Kennedy	William Costello	Kenneth Marcinak	Philip Steinberg	Daniel Laurion
Charles Williams	Christopher Dean	Karl Knudsen	Geoffrey Benn	Allen Pryor
Lloyd Roberts	Daniel Seewald	John Nichols	Vincent Atwood	Luther Sisson
Geoffrey Lee	Marc Supersano	Aaron Faulhaber	Kevin Behen	Jon Erlandson
Eric Linderholm	John Harrison	Dennis Moehl	Vallerie Busch	David Andersen
Erik Wlazlo	Ryan McCarthy	Mererwan Irani	Jason Callahan	Joseph M. DiBenedetto
Anthony Estvanik	Robert Moulton	Matthew Dwyer	Nathan Gatchell	Jonathan Hines
Edd Rushing	Thomas Corrigan	Henry Ainley	Charles Jerrier	Thomas Rusnak
Clifton Johnson	Jeffrey Minarik	Jack Menendez	Robert Kenny	Patrick McCormack
William Pearce	Dzemaal Smirba	Robert Sundius	Louis Lincoln	Joseph Schmitt
William Winchenbach	Antonio Macatiag	Ralph Groot	Patrick Preston	Maciej Szymkowski
Paul White	Kristina Nielson	Frank Volonnino	David Rivera	Peter Garramone
Joshua Blanchard	Neil Barnett	Larry Clement	Samuel Shrake	
Erik Sudhoff	Wallis Barton	Louis Kingma	Mark Tracy	

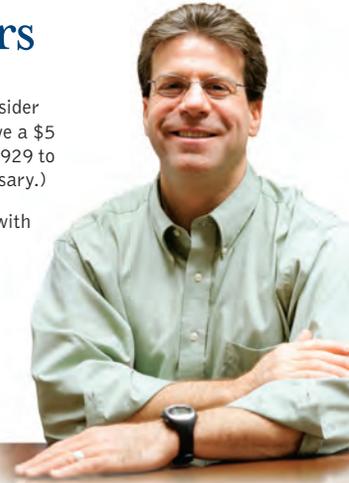


Financial advice for MEBA Members

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—May 6 & October 7
Oakland—May 7 & October 8
Long Beach—May 9 & October 10



19161 Willamette Dr, West Linn OR 97068
tf 866.989.2929 | www.JohnstoneFinancial.com

Starbucks, the Starbucks logo and the Starbucks Card design are either trademarks or registered trademarks of Starbucks U.S. Brands, LLC. Starbucks is not a participating partner or sponsor in this offer. Investment products and services are offered through Wells Fargo Advisors Financial Network, LLC (WFAFN). Johnstone Financial Advisors is a separate entity from WFAFN.

The M.E.B.A. does not necessarily endorse the services of our advertisers.

At Anchor: Recent Retirees Shifting into Reduced Operating Status

Gary A. Ketterl
Frederick L. Simonson, Jr.
William J. Costello
Robert A. Nims
Lovell R. Panniel
Robert A. Aiello
William D. Funk
John A. Griffith
Joseph J. Balaconis
Robert P. Lee
Steven R. Minott
Dennis B. Moehl
Theresa Moore
Steven E. Mitchell
James T. Rennie
Lisa Overby Wright
Dennis A. Cadorette
David L. Parker

Richard D. Wescott
Mario P. Benedetti
Karla Elde
Paul R. Hebert
Laurie D. Herman
Shelton K. Matthews
Glenn T. Mitchell
Rober V. Swanson
Roger C. Weeden
Denis R. Fortin
Michael W. Scull
John E. Starr
Frank P. Bean
George A. Dubuc
Peter J. Grealy
Thomas G. Hayes
Thomas E. Poulin
Robert W. Reading

Michael D. Suomela
Jon N. Anderson
Thomas W. Hawkins, Jr.
Daniel P. Born
Grafton L. Brown II
Thomas P. Consorti
Robert D. Curran
Peter J. Elvin
Mark A. Gewin
Joseph C. Gilbert
Edward P. Hastings
Katherine R. Haven
Angel L. Montanez, Jr.
Mark L. Myking
Robert M. Shea
David A. Splaine
Lawrence J. Young
Thomas E. Young

Vincent D. Bannan
Douglas C. Barnes
Lorne F. Closson
Gary G. Gregorek
Richard A. Haynes
Michael O'Callaghan
John P. Prantis
John C. Hjerzman
Ernest T. Brown
Anthony D. Nigro
Larry N. Rood
Bruce C. McMullen
Nikola Beric
Stephen L. Burns
Robert X. Morales
Edward M. Robinson

M.E.B.A. Inland Sector Spotlighted At Second ITC Conference

Our commitment to ferry and waterway workers across the country was showcased recently at M.E.B.A.'s second conference in the last two calendar years on issues important to the inland sector of our hardworking membership. Last year, M.E.B.A. created an alliance called the Inland Transportation Coalition (ITC) that lends a voice and further extends assistance to our many members that ply the inland trades. In late March, delegates representing that diverse membership joined forces in Easton, MD to broadcast concerns and work toward 21st century solutions to ongoing issues.

M.E.B.A. President Mike Jewell presided over the two-day affair that took place at the Calhoun M.E.B.A. Engineering School on March 25th and 26th. This year's conference sought to solidify the foundation of this working alliance, constructively tackle onerous issues facing the inland industry and better transform the Coalition into a productive, year-round advantage for members in their associated bargaining units.

President Jewell noted that the Coalition was fashioned as a forum "to help extend access for our inland sector members to the power and influence of our Union both on the regulatory and political sides." He noted that, "the ever-increasing numbers of local, state and federal regulations are becoming overwhelming to our domestic mariners, who have their own specific requirements and concerns outside of the deep sea industry."

Ferry Rep. and ITC President Mike O'Toole, who works out of our hall in the NY/NJ area, moderated the packed program that offered up a series of first-rate industry spokespersons delivering worthwhile and thought-provoking



Members from the 2013 ITC Conference included (from left to right) George Poor (AMHS), Jay Butler (AMHS), Rich Wagner (WSF), Mike Reynolds (SIF), Merle Norquist (Foss Marine), Dan Reddan (ACOE), Maureen Glennon (SSA), Steven Walker (WSF), Wilson Johns (ITC Secretary & M.E.B.A. NOLA Patrolman), Dave Noble (GGF), Dan Glasner (GGF), Denny Donovan (DMC Marine), Ian Jones (Samson Tug & Barge), Kevin Flannery (SIF), Dennis Flynn (Cape May-Lewis Ferry), Bob Scamell (SIF LNG Ops.), Chris Guerra (M.E.B.A. Atlantic Coast VP), Mike Jewell (M.E.B.A. President), Mike O'Toole (M.E.B.A. Ferry Rep. and ITC President), Bob Heanue (M.E.B.A. Boston Rep.), and Steve Jablonski (M.E.B.A. Baltimore Branch Agent).

presentations. Speakers included Luke Harden – Chief of the Coast Guard's Mariner Credentialing Program, Tracy Murrell – Director of the NTSB's Office of Marine Safety, Jen Wilk – Membership Manager at the Passenger Vessel Association and Bob Scamell – Staten Island Ferry Chief Engineer who is overseeing the conversion of one of the system's ferries to LNG.

In addition, veteran trade unionist and labor communications educator Nick Unger engaged the group with a stirring presentation exploring the metamorphosis of unions throughout the years and what lies ahead. Former M.E.B.A. President Alex Shandrowsky delivered an extremely well-received presentation – an excerpt of a course he formulated along with former West Coast official Al Camelio. Shandrowsky's captivating interactive



M.E.B.A. Secretary-Treasurer Bill Van Loo explains important budget issues and underlines the vital importance of the M.E.B.A.'s Political Action Fund.

presentation zeroed in on the erosion of middle class wages and income while offering input for strategies moving forward, with an emphasis on the M.E.B.A.

M.E.B.A. officials and staffers in attendance assisted attendees as they considered the nuances and diverse concerns faced by our public and private sector entities. Conferees offered solutions and advice on helping to narrow divides and iron out issues. Atlantic Coast V.P. Chris Guerra, Baltimore Branch Agent Steve Jablonski and Boston Rep. Bob Heanue joined attendees for both days along with New Orleans Patrolman Wilson Johns who serves as ITC Secretary. M.E.B.A.

Secretary-Treasurer Bill Van Loo briefed the ITC on financial issues and other topics including the pressing need to bulk up our Political Action Fund.

ITC delegates subsequently took up an impromptu collection for the P.A.F. that demonstrated the inland sector's recognition that the maritime industry needs P.A.F. ammunition to better battle against the challenges we face on multiple fronts.

ITC delegates were asked to brief fellow bargaining unit members back home on conference proceedings. Inland members represented at the conference and those who weren't able to attend should be aware that ITC resources can help provide technical

help, regulatory guidance and assistance conveying M.E.B.A.'s political positions to national, state and local government officials.

ITC President Mike O'Toole can be reached at belowdecks1@hotmail.com or (917) 846-1588. ITC Secretary Wilson Johns can be contacted at wjohns@mebaunion.org or at the New Orleans hall – (504) 523-1884. You can also leave feedback on the ITC Facebook page that can be visited at www.facebook.com/#!/MEBAInlandTransportationCoalition. If you don't have a Facebook account you will need to sign up (for free) before you are able to access the page.



Jen Wilk, Membership Manager at the Passenger Vessel Association, speaks to the conference about the PVA's role in our industry.



Calhoun M.E.B.A. Engineering School Interim Director, Chuck Eser, speaks to the ITC conference about the Training Plan and CMES.



Nick Unger gives the conference a detailed and rousing history of union relations and their changing role in society.



Former M.E.B.A. President, Alex Shandrowsky delivers his presentation on labor relations and the middle class.



Tracy Murrell, Director of the NTSB's Office of Marine Safety takes time out of her busy schedule to address the conference and explain the NTSB's role in incident reporting and vessel safety.



M.E.B.A. Political Director Matt Dwyer (left) and M.E.B.A. West Coast Counsel Joe Geldhof (right) hold a mock political meeting with AMHS member Jay Butler (center) to help educate the ITC members on how to conduct a brief meeting with an elected official.

Tabak, Mellusi & Shisha LLP

Admiralty and Maritime Law Offices

Seamen's Jones Act Injury Claims

Maritime Personal Injury

Employment Discrimination

Labor Arbitration

Coast Guard and NTSB Hearings



Tabak Mellusi & Shisha, LLP has been representing seamen and their unions for over 35 years. We have obtained multi-million dollar verdicts and settlements.

Our Partners are licensed deck and engineering officers. Call us for a free consultation.

29 Broadway
New York, NY 10006

Tel. (212) 962-1590

(800) 280-1590

Fax. (212) 385-0920

Rjmellusi@sealawyers.com

Jshisha@sealawyers.com

The M.E.B.A. does not necessarily endorse the services of our advertisers.





Shipping Shorts



Members of the 2013 Financial Review Committee included Brian Evjen, George Poor, Ross O. Himebauch, Dominic Walsh, Benjamin Darr, and Joshua Kohl.



The FRC meets with M.E.B.A. President Mike Jewell and Secretary-Treasurer Bill Van Loo.

FRC Completes Report

The five-person rank and file Financial Review Committee, elected by members at the April meetings, wrapped up three days of work at M.E.B.A. Headquarters on Wednesday, April 24. After reviewing 2012 Union finances the Committee drafted a report that was sent to the Union halls and approved at the regular monthly membership meetings in May.

The FRC was created as a democratic safeguard adopted by the M.E.B.A. in the mid-1990s to examine union finances from the previous year. This year, the committee consisted of Dominic Walsh (Baltimore), Brian Evjen (Houston), George Poor (Seattle), Ross O. Himebauch (Oakland), Benjamin Darr (New Orleans), and Joshua Kohl (New York). George Poor served as Committee Chairman, Joshua Kohl served as the Recording Secretary, and Ross O. Himebauch was the alternate member.

APL to Scrap 4 C-10s; APL BELGIUM to Replace APL JAPAN

APL recently announced the company will phase out and scrap four C-10s that currently operate in the SZX Service. This includes the PRESIDENT

JACKSON, PRESIDENT POLK, PRESIDENT ADAMS, and PRESIDENT TRUMAN. The vessels will be taken out of U.S.-flag service once they arrive in Singapore this summer. The ADAMS on June 5, the POLK on July 3, the JACKSON on July 17, and the TRUMAN on July 24.

According to APL President Eric Mensing, this decision was made because of the dip in the global economy and the lack of military cargo due to the wind-down of the wars in Iraq and Afghanistan.

APL will reconfigure its U.S. to Middle East and Southeast Asian service, with five U.S.-flag vessels. The APL JAPAN will also be removed from U.S.-flag service and replaced by the APL BELGIUM.

APL's U.S. flag Pacific fleet of five C-11 ships will not be affected by these changes.

T&I Committee Holds Hearing on Freight Transportation

The U.S. House Committee on Transportation and Infrastructure's Panel on 21st Century Freight Transportation, chaired by Rep. John J. Duncan, Jr. (R-TN), held its first hearing in April to highlight the

importance of freight transportation to the U.S. economy and identify the challenges to improving the efficiency and safety of transporting goods throughout the country.

The Panel heard from witnesses representing the spectrum of freight transportation – maritime, aviation, highways, and rail – as well as labor. Witnesses highlighted the importance of each mode of transportation to the movement of goods and the economy, as well as the need for greater efficiency in the freight transportation network.

Edward Wytkind, President of the Transportation Trades Department (TTD), of which M.E.B.A. is an affiliate, testified on behalf of the maritime labor industry. His testimony underscored the importance of investing in maritime transportation and infrastructure.

Wytkind spoke in depth about the proper spending of money in the Harbor Maintenance Tax Fund (HMTF). "The U.S. Army Corps of Engineers estimates that 95% of our international trade travels through our ports, yet USACE estimates that between now and 2020, our ports and inland waterways will require \$30 billion of investments to meet their

continued on page 14



North Lake Tahoe Financial Services, LLC

"Providing Client Financial Security Since 1998"

**Merchant Mariner Federal and State
Income Tax Return Preparation
&
M.E.B.A. Member Retirement Planning**



(775) 831-8511

Post Office Box 4777
Incline Village, Nevada 89450
TAHOEFINANCIAL.COM

Owen A. Hill, CFP®, E.A.

*Certified Financial Planner™
*Enrolled Agent
Licensed to Help Clients with IRS
Tax matters in all 50 states
*NAPFA Registered Fee-Only
Financial Advisor
*Registered Investment Advisor
*Member, N.A.E.A.
Retired M.E.B.A. D-1 Chief Engineer
owen@tahoefinancial.com

Corinne M. Petra, MBA

Client Service Manager
corinne@tahoefinancial.com

Call, e-mail or visit the web page for
forms & information.

The M.E.B.A. does not necessarily endorse the services of our advertisers.

growing needs," he said. "The \$7 billion that has been accumulated and is sitting in the Harbor Maintenance Trust Fund should be invested in our ports to accommodate for the Panama Canal expansion and the realities of today's vessels."

Wytkind also testified that cargo preference laws need to be upheld in order to support the U.S. maritime industry. "A viable U.S. maritime presence cannot be sustained without strong cargo preference laws that ensure U.S. cargo is transported on U.S. flag vessels. I must note that this law was weakened for U.S. food aid transports in the recently completed MAP-21 reauthorization - a law that previously had little to do with maritime commerce," said Wytkind. "TTD and our affiliates are working to reverse this misguided departure from our cargo preference laws and to ensure that changes proposed for this program

by the Obama Administration are not enacted."

To read Wytkind's entire testimony visit: <http://www.ttd.org/congressional-testimony/2013-testimony/serious-proposals-needed-to-establish-a-21st-century-freight-network/>.

Petition to Benefit WSF Members

Residents living in Washington State may be interested in signing an online petition for a bill that would provide unreduced retirement benefits to any vested Plan 2 and Plan 3 member of PERS, TRS, and SERS, who is at least age 55, and for whom the sum of the member's age and the number of years of the member's service credit equals 90 or more. Should the proposed action occur, there could be an increase in promotion opportunities for new and current M.E.B.A. members employed by the State of Washington. As a

general rule, M.E.B.A. Washington State Employees do not participate in the M.E.B.A. Pension Plan. To sign the petition visit: <http://signon.org/sign/support-a-rule-of-ninety>.

M.E.B.A. Wins Wage Dispute with AMHS

A long-running battle with the State of Alaska over wage-withholding and state income taxation has been resolved favorably for M.E.B.A. members. The Alaska Marine Highway System sometimes contracts with shipyards for major overhauls and vessel reconstruction in the State of Oregon. Vessels sent by the State of Alaska to Oregon frequently have M.E.B.A. members and other merchant mariners assigned work aboard the vessels while in the shipyard. Without consulting with the Union, the State of Alaska commenced withholding wages from M.E.B.A. members in order to pay

Oregon income tax. This withholding was contrary to federal law protecting merchant mariners who do not reside in Oregon from a state income tax levy by the Beaver State.

M.E.B.A., in cooperation with other maritime unions, filed grievances, and demanded that the State of Alaska indemnify M.E.B.A. members and stop improperly withholding funds from wages. The most outlandish aspect of this situation is that the State of Oregon did not demand that tax withholding take place from non-resident merchant mariners.

After much wrangling and without admitting any error, the State of Alaska finally agreed to stop withholding wages from M.E.B.A. members and to refund improperly withheld wages. Eric Downer, an AMHS First Assistant Engineer and other M.E.B.A. members provided timely and solid information, which the Union used to push back and prevail. M.E.B.A. Executive Vice-President Dave Nolan noted that it sometimes takes a while to turn a government bureaucracy around but thanks to the effort of M.E.B.A.'s Alaska Representative Ben Goldrich, with aid from the Seattle Branch Agent Dave Nashif, and a lot of hard work by the members, the Union finally prevailed.

M.E.B.A. President Receives Seafarers' House Award

M.E.B.A. President Mike Jewell, was honored by the Seafarers &

International House as a 2013 Outstanding Friend of Seafarers at its thirteenth annual awards banquet, *Setting the Course*, on April 18.

President Jewell addressed an audience of over 250 representatives from maritime labor and business. He spoke passionately about how the entire industry needs to stand together to protect the U.S. Merchant Marine. "Make no mistake, the U.S. Merchant Marine is under attack daily, weekly, monthly and yearly," Jewell warned the crowd.

He continued on to detail the support that our industry desperately needs in this hostile legislative environment. "MSP, Cargo Preference and the Jones Act are all under siege. We need the whole industry to set a course, and we need our friends in Congress to pass a maritime strategic plan that commits to the U.S. Merchant Marine, our fourth arm of defense."

Robert Bugbee, President and Director of Scorpio Tankers, Inc. was also honored at the dinner. He spoke about Scorpio's work in the industry and how grateful he is to support hardworking seafarers.

The Seafarers & International House is a New York-based organization whose mission is to provide support and care for international seafarers and sojourners. It runs an 84-room guesthouse in New York City and is associated with the Evangelical Lutheran Church in America.

USCG Increases Port Security In Northeast After Boston Bombings; Affected Members Can Utilize Good & Welfare Fund

Coast Guard units throughout the Northeast have increased their presence to ensure safety and security of the ports and waterways, after the bombings at the Boston Marathon.

As a result, of the increased patrols, the Coast Guard was able to keep the Ports of Boston, New York and New Jersey open to commercial shipping, passenger ferry transportation and recreational boating.

M.E.B.A. member William "Bill" Kenneweg ran the marathon, finishing shortly before the first bomb was detonated. Brother Kenneweg painted a positive picture of extreme kindness, pride, and helpfulness on the part of all Boston residents and law enforcement during the aftermath of the bombings. The Union is happy to hear that Brother Kenneweg remained safe during the incident and joins him in personally extending "heartfelt condolences to the family and friends of the people lost and injured in this tragedy, and deepest sympathy to anyone affected by this event."

In this time of need, M.E.B.A. members are encouraged to support the Good & Welfare Fund. The Fund is used to help active and retired M.E.B.A. members and their families in case of

continued on page 16



President Jewell receives the Setting the Course award.



Honorees M.E.B.A. President Mike Jewell and President and Director of Scorpio Tankers, Inc. Robert Bugbee.



NY/NJ Patrolman Richard Adams and his wife.





President Jewell and his wife, Carole, speak to prospective M.E.B.A. members from Kings Point and Fort Schuyler at the Setting the Course award.

crisis. Members affected by the Boston Marathon bombings can apply for aid from the fund. Strengthening the fund will allow additional assistance to members and retirees in their time of hardship.

Each M.E.B.A. hall has Good & Welfare receipt books. The Internal Revenue Service has ruled that the Good & Welfare Fund is exempt from Federal Income tax. Your contributions to the fund are tax deductible so please give liberally in order to help a Union brother or sister in need. Seek out your local Union hall for further details.

Fourth Anniversary of the Maersk Alabama Hijacking

On April 12, the fourth anniversary of the pirate hijacking of the **MAERSK ALABAMA**, M.E.B.A Retiree Mike Perry, former **ALABAMA** Chief

Engineer, sent the following email to his shipmates: “To all of the Alabama Shipmates,

On this anniversary of the Navy freeing Richard, I have just received a phone call from Special Agent Steve Sorrells of the FBI.

Steve is the agent that came to Mombasa to perform the investigation and collect our statements.

Two years ago, he went out of his way to personally return to me the knife that I used to take down Abduwali with. They came right to my house to present it to me.

Any way he called because he wanted us all to know that we have not been forgotten. They remember what we went through and what we did.

He is a nice guy, and truly has reached out in respect to all of you.

We all did good, we all came home. A job well done, thank you.”

In April 2009, the **MAERSK ALABAMA** was attacked and hijacked off the coast of Somalia. During the incident the ship’s captain, Richard Phillips, was captured on a lifeboat and held prisoner for days.

The Somali pirate, Abduwali Abdukhadir Muse, was identified as the ringleader of the pirates that boarded the **ALABAMA**. The pirates took hostage the Captain and other crewmembers on deck and made a series of demands for their return. However, Chief Perry and the rest of the crew refused to surrender and instead took control of the ship away from the bridge. They blacked the vessel out and powered it down while securing themselves in an area near the engine room. The pirates, unable to locate



President Mike Jewell and his wife Carole with Vice-President Joe Biden at the VP’s Christmas Party.



M.E.B.A. members relax on the Flying Bridge during an M.E.B.A. party.

the crew or control the ship could not execute the rest of their plan.

While Muse searched the engine room for the missing crewmembers, Perry popped out of the dark with a knife and turned the tables on him. Later, Muse temporarily was able to depart the ship onto the vessel's lifeboat via a botched hostage exchange. He and the other three pirates brought the ship's captain with them but Muse later surrendered to Navy officers aboard the **USS BAINBRIDGE** shortly before Navy Seal sharpshooters took down the final three pirates. Muse was sentenced to over 33 years in prison.

The M.E.B.A. is extremely proud of the Officers and crew who were aboard the **ALABAMA**—they proved how skilled and professional our U.S. merchant mariners are, and how they expertly handled the complexities and dangers of going to sea.

U.S. House Holds Piracy Hearing

On April 10th, the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation and Infrastructure Committee held a hearing titled "Update of Efforts to Combat Piracy". In the hearing, Chairman Duncan Hunter commended industry, labor, and the federal government for working together and taking actions to prevent piracy. The Chairman further recognized that, although attacks on vessels have decreased off the East Coast of Africa, attacks have risen in the Gulf of Guinea. The M.E.B.A. looks forward to working with Chairman Hunter, Ranking Member Garamendi and the rest of the Subcommittee to prevent piracy attacks.

USA Maritime Coalition Launches New Site

The new and improved USA Maritime Coalition web site is now live - you can access the site by going to www.usamaritime.org. USA Maritime is a coalition of ship owning companies,

maritime labor organizations, including M.E.B.A., and maritime trade associations committed to protecting our national security through a public - private partnership that features the U.S. Merchant Marine. Check out the site and stay up-to-date on all Coalition news.

M.E.B.A. Welcomes Aboard New Staff

The M.E.B.A. welcomes member John McElhone as the L.A. Representative, member Joseph Brooke as the newly appointed SF/Oakland Representative, and Travis Perry as the new Tampa Hall dispatcher.

Brother McElhone began his duties in December. John was last employed as a permanent 1st A/E with Matson Navigation Co. on the **SS KAUI** and **SS LIHUE** and is a local resident in the Los Angeles area. He is reachable via email and phone at jmcelhone@mebaunion.org and (310) 480-3674.

Brother Brooke has been a deep-sea member of the M.E.B.A. for over 17 years. He sailed with APL, Matson, Sea-Land, and worked in RRF positions. Joseph received his Chief's license Steam, Motor and Gas Turbine Unlimited in 1997 and last sailed as Chief Engineer aboard the **PRESIDENT TRUMAN**. He looks forward to serving the union membership and the Bay Area and is hard at work in his new office. He can be reached at jbrooke@mebaunion.org.

Travis is the son of M.E.B.A. retiree Mike Perry. He has visited the hall with his father for several years, accompanying Mike when he would clear for work aboard the **MAERSK ALABAMA**, pick up vacation checks, and attend monthly membership meetings. Travis would even volunteer around the hall while his father was in meetings. He understands the Union and is very thankful for how great M.E.B.A. has been to his family throughout the years. Travis is currently attending night school studying Information Technology and will be an

asset to the M.E.B.A. He can be reached at tperry@mebaunion.org.

Munoz Continues to Fiercely Defend the Jones Act

Tony Munoz, editor-in-chief and publisher of the *Maritime Executive*, is once again defending the Jones Act and the U.S. Merchant Marine from attack. This spring, he published a piece in response to anti-Jones Act editorials, defending the Nation's need for cabotage law.

Munoz responded to Martin Rushmere's "The Economics (sic) Justification for the Jones Act Is Still Not Proven," which states that the GAO report on Puerto Rico was not supportive of the Jones Act and that the only reason freight rates dropped is because of the Great Recession. Rushmere also claims the report was a failure because it did not provide comparisons with any foreign carriers. Munoz points out the report was an analysis on whether or not the Jones Act adversely impacts the Puerto Rican economy. Munoz makes the case that the island has no natural resources and that in 2010 the U.S. exported \$11.4 billion in raw materials to Puerto Rico, which then exported \$29.9 billion in finished products to the U.S. He states that, in total this means Jones Act carriers transported \$41.3 billion of goods at a cost of around \$767 million, which is about 1.86 percent of the total value.

Munoz then takes on Captain Max Hardberger's "Don't Limit Jones Act Reform," editorial which claims the Jones Act is burdensome and outdated while also criticizing the president of the Hawaiian Shippers' Council for only calling for a Hawaiian exemption from the law. Hardberger argues for completely eliminating the Jones Act and allow foreign-flag carriers to sail to all U.S. coasts. Munoz counters by pointing out that with tensions rising on the Korean Peninsula, and with China and Russia greatly increasing their capability, now is not the time to allowing for "open-access U.S. coastlines

continued on page 19



Morgan Stanley You know the difference between a financial advisor and a salesman. So do we.



Francis "Chip" Cerovac
First Vice President - Investments
Financial Advisor
The Cornerstone Group at
Morgan Stanley
1450 W Granada Boulevard, Suite 2
Ormond Beach, FL 32174
Direct: 386-615-3405
Toll Free: 800-326-2951
Fax: 386-615-3458
chip.cerovac@morganstanley.com

As a Morgan Stanley Financial Advisor I don't represent products, I represent my clients. With access to in-depth research and analysis, my team and I can help you create sophisticated investment strategies based on your specific situation. In today's uncertain world, that's a very valuable quality.

We specialize in strategic retirement income planning and portfolio risk management. Our recommendations are based on both sound fundamentals and technical analysis. As a financial advisor for over ten years, I have drawn on my previous twenty years' experience as a Navy veteran and operator of commercial nuclear power plants to realize the value of maintaining a systematic, disciplined methodology to risk management. Serving MEBA clients since 2005, we focus on the East Coast and Pacific Northwest regions.

www.morganstanleyfa.com/thecornerstonegroup
Morgan Stanley Smith Barney LLC, member SIPC

The M.E.B.A. does not necessarily endorse the services of our advertisers.

The POID M.E.B.A. softball team in last year's charity softball tournament for Adan Avila. Adan was in the main theater of the Dark Knight Rises premier during the theater shooting in Aurora, CO. When the shooting began, Adan pushed his wife, Jennifer, to the floor and put his body between her and the shooter. He unfortunately received gunshot wounds shattering his tibia and resulting in amputation. All proceeds from the tournament went directly to Adan including a generous donation from M.E.B.A. The food was donated by the teams and players and the umpires donated their time for the day. The M.E.B.A. Team enjoyed spending their Saturday playing softball for this amazing fundraiser! They raised around \$3,950.



and inland waterways.” In addition, Munoz states that the Jones Act creates \$100 billion in economic output, and maintains about 500,000 jobs that generate \$29 billion.

Rank And File Members Meet With Congressional Representatives

The last week in March, M.E.B.A. members made their voices heard by visiting the offices of their congressional members and advocating for a strong U.S. Merchant Marine (USMM).

After participating in the recent Inland Transportation Coalition conference at CMES, Chief Engineer George Poor and Pacific Coast Counsel Joe Geldhof called on congressional offices to advance M.E.B.A.’s policy and political agenda. Assisted by M.E.B.A. Political Director Matt Dwyer, George and Joe conferred with the Legislative Director for Congressman Don Young (R-AK) and the Military Fellow for Senator Lisa Murkowski (R-AK). Chief Poor advocated on behalf of the Union in favor of continued backing of the Jones Act and urged support for cargo preference provisions in federal law. Poor and Geldhof also briefed congressional staff on the need for ferry vessel replacement and maintenance funding, including funding to replace the **M/V TUSTUMENA**, one of Alaska’s ocean going ferries.

M.E.B.A. Captain Dru Dimattia and M.E.B.A. Florida Representative Greg Quintana also recently met with Congressman Trey Radel (R-FL) at his district office, to advocate for the success of the USMM. After discussing the Jones Act and other maritime issues, Radel expressed an interest in defending food aid cargo, the Jones Act, and working with the M.E.B.A in the future. This is extremely encouraging news, especially since the Congressman sits on the House Transportation and Infrastructure Committee and the Subcommittee on Coast Guard and Maritime Transportation. The M.E.B.A. looks forward to pursuing a good relationship with Rep. Radel.

M.E.B.A. encourages all members to contact their local congressional officials and speak with them about the vital importance of the USMM; M.E.B.A. union officials are also available to attend such meeting with members. This is very important, especially during this time of sequestration when so many critical jobs are at stake. Please contact M.E.B.A. Political Director Matt Dwyer by phone (202) 638-5355 or email mdwyer@mebaunion.org. He will help guide you on talking points, advise you on the best methods to reach your government officials and can help follow up with your concerns on the Hill.

In this time of political turmoil, it is also important to volunteer to give to the M.E.B.A. Political Action Fund

(PAF). PAF contributions help to give the Union influence with legislators who are responsible for making policies that directly affect your job. Backing Members of Congress in office who support our issues are vital to the livelihood of the USMM.

Rep. Butterfield Introduces Bill to make WWII Merchant Mariners Eligible for Veterans Benefits

Congressman G. K. Butterfield (D-NC) introduced bipartisan legislation that would make deserving World War II U.S. merchant mariners eligible for honorary veterans’ status and certain veterans’ benefits.

H.R. 1288, the World War II Merchant Marine Service Act of 2013, would expand the list of documents accepted by the U.S. Department of Homeland Security to prove service and to grant honorary veterans status to a forgotten segment of the World War II Merchant Marine, the Coastwise Merchant Seamen. The bill would also award any commendations, ribbons, or honors earned during time of service, and provide burial benefits to the individuals that played such an invaluable role in our World War II efforts.

“During World War II, thousands of Americans stepped forward to serve as an extension of our armed forces when our nation was in great need,”

continued on page 20



Members Alex Mahimer, Gary Heagart, and Edgar Sison pose for a photo with M.E.B.A. NOLA Patrolman Wilson Johns (bottom) and M.E.B.A. Gulf Coast VP Jonathan Lincoln (right).



Kings Point Midshipmen stop by M.E.B.A. HQ and meet with the DEC and AMC staff. Pictured left to right are AMC Executive Director James Caponiti, M.E.B.A. Executive Vice President Dave Nolan, M.E.B.A. President Mike Jewell, Midshipman Charles Boucher, Midshipman Jacob Shadle, Midshipman Raymond Sproull, M.E.B.A. Atlantic Coast Vice President Chris Guerra, M.E.B.A. Secretary-Treasurer Bill Van Loo, M.E.B.A. Gulf Coast Vice President Jonathan Lincoln, and AMC President Lee Kincaid.

said Butterfield. “These brave men and women, who kept the war effort going here at home, were known as Coastwise Merchant Seamen. For far too long they have been denied the proper recognition of their service. With the help of my colleagues, I hope to pass this bill so these fine Americans can finally receive the distinction they deserve.”

Congress has previously passed laws to recognize the efforts of the Merchant Marine. However, these laws have failed to incorporate the entirety of those who served in the Merchant Marine during World War II, and have placed onerous and sometimes impossible criteria on these individuals to prove their service.

In most cases, the documentation currently required to prove service no longer exists or can be extremely hard to find. Butterfield’s bill allows Social Security Administration records, validated testimony by the applicant or closest living relative, and other official records that provide sufficient proof of service.

SS UNITED STATES Funding Help Or It’s Off To The Scrap Yard

The SS United States Conservancy is still in immediate need of funding to save the vessel from the scrap yard. Two years ago, the Conservancy raised \$6.8 million to purchase and maintain the ship with the intention of turning it into a stationary waterfront attraction. However, steep vessel maintenance costs are depleting the current funds. The Conservancy needs \$500,000 in order to keep paying the bills during ongoing negotiations with several parties to determine the **SS UNITED STATES’s** future.

To give to the Conservancy, you can contribute online at SavetheUnitedStates.org and become a Conservancy member at SSUSC.org. The Conservancy is also encouraging its supporters to contact elected officials in New York and Pennsylvania to talk about the historical and economic importance of saving the vessel. The ship is currently docked in Philadelphia, PA.

Kings Point Midshipmen Visit HQ

Three USMMA Midshipmen stopped by M.E.B.A. Headquarters in March to visit with M.E.B.A. and AMC officials and staff. Jacob Shadle, Charles Boucher, and Raymond Sproull all USMMA class of 2015 were visiting Washington, D.C. for a two week internship program with MARAD. The three students were able to hear about the issues currently facing the maritime industry and learn about the opportunities and advantages of joining and sailing with M.E.B.A.

Shell’s U.S. LNG Expansion Could Create U.S. Mariner Jobs

Shell is investing in two small-scale liquefaction units to add to its facilities in the U.S. in order to make liquefied natural gas (LNG) more available for its North American customers. The units will be located in the Great Lakes and Gulf Coast regions. The M.E.B.A. contracted Interlake Steamship Company has partnered with Shell to explore using LNG to fuel its vessels

and is expected to be Shell's first marine customer in the Great Lakes region, once Interlake begins the conversion of its vessels to LNG. Shell also plans to use LNG to fuel its own operations.

In the Gulf Coast Corridor, the Shell plans to install a small-scale liquefaction unit (0.25 million tons per annum) at the Shell Geismar Chemicals facility in Geismar, Louisiana. Once operational, this unit will supply LNG along the Mississippi River, the Intra-Coastal Waterway and to the offshore Gulf of Mexico and the onshore oil and gas exploration areas of Texas and Louisiana.

In the Great Lakes Corridor, Shell plans to install a small-scale liquefaction unit (0.25 million tons per annum) at its Shell Sarnia Manufacturing Centre in Sarnia, Ontario, Canada. Once operational, this project will supply LNG fuel to all five Great Lakes, their bordering U.S. states and Canadian provinces and the St. Lawrence Seaway.

Pending final regulatory permitting, Shell expects the units to start and production in about three years.

The M.E.B.A. is hopeful that Shell's progress in this area will be the start of future projects requiring the need for the creation of new U.S. LNG vessels to transport this fuel. The Union has been monitoring the LNG field as advancements are made, as these

developments may be the catalyst for new U.S. mariner jobs, and could potentially bring LNG jobs back to the first U.S. merchant marine officers union to hold them, the M.E.B.A. The Union is confident that with our members currently working under our contract with Alaris Companies, LLC for the Exmar Shipmanagement NV, that we can fill any growing demand for new LNG jobs. Our members have the best and longest running safety record when it comes to sailing on LNG vessels and the M.E.B.A. is eager to explore future opportunities in this industry.

USNS COMFORT Leaves Baltimore

The M.E.B.A.-crewed hospital ship, the **USNS COMFORT** sailed out of Baltimore, MD for the last time as it headed towards its new home in Norfolk, VA.

A small group gathered to bid farewell to the vessel as it left Pier 11 in Canton, where it was docked for over 20 years. The vessel conducted three days of sea trials and then headed to Norfolk to stock up on provisions and take on a 600-member medical team for a four-month humanitarian trip to Central and South America.

Maryland legislators fought long and hard to keep the **COMFORT** in Baltimore. The vessel created about 80 civilian and military jobs and

generated \$11.3 million for the local economy, according to Rep. C.A. Dutch Ruppberger (D-MD). However, Military Sealift Command officials claimed the move would save around \$2 million a year in berthing fees, and would eliminate the 12 hours it takes the ship to steam down the Chesapeake Bay and out into the Atlantic Ocean. The Navy also claimed it would allow the ship and its crew better access to military facilities and cut back on Navy housing costs.

Former Congresswoman and FMC chairwoman, Helen Delich Bentley battled to keep the **COMFORT** in her home port, stating that the vessel doesn't sail very often so the 12 hours to steam out of the Bay should not have been a huge factor. She also pointed out that in 2008 the Navy spent \$5 million to renovate the Canton pier to update it for 20 more years of use. The Navy was just granted \$10 million to renovate the Norfolk berth for the **COMFORT**.

The **COMFORT** started out as an M.E.B.A. contracted Apex Marine oil tanker named **ROSE CITY**, built in 1975. Military Sealift Command converted it to a hospital ship in 1987. Bentley was integral to making Baltimore the **COMFORT**'s home port, and utilized it to help revive the city's economy and local waterfront.

The vessel played a large role in Kuwait during Operations Desert Shield

continued on page 22



The M.E.B.A. mourns the passing of Senator Inouye. He was a strong supporter of the U.S. Merchant Marine and a longtime friend of M.E.B.A. He is pictured here with M.E.B.A. President Mike Jewell and Secretary-Treasurer Bill Van Loo.



NCL Staff Chief Engineer Garrett Adams, M.E.B.A. President Mike Jewell, AFL-CIO President Richard Trumka, M.E.B.A. Secretary-Treasurer Bill Van Loo, and NCL 1st A/E Patrick Calder at M.E.B.A. HQ.

and Desert Storm, and took part in Operation Iraqi Freedom in 2003. It also provided medical treatment to victims of Hurricane Katrina and the earthquake in Haiti in 2010. In 2011, it sailed to Central and South America for a five-month humanitarian mission.

M.E.B.A. Welcomes New Members of Congress to D.C.

M.E.B.A. officials and staff attended an event to welcome AFL-CIO-endorsed new members of Congress to Washington, D.C. The AFL-CIO event was well attended by labor and Democratic leadership. It gave M.E.B.A. officials a chance to connect with the new members, many of whom were supported by the M.E.B.A. PAF. It also allowed the M.E.B.A. to connect with Rep. Nancy Pelosi (D-CA), House Minority Leader; Rep. Steny Hoyer (D-MD), House Minority Whip; Senator Patty Murray (D-WA), Senate Majority Conference Secretary; Rep. Steve Israel (D-NY); and AFL-CIO President Richard Trumka.

M.E.B.A. Attends Washington State Governor's Inaugural Ball

M.E.B.A. Seattle Branch Agent Dave Nashif and his lovely wife, Kim attended the Washington State Governor's Inaugural Ball for Gov. Jay Inslee on behalf of the M.E.B.A.



M.E.B.A. Seattle Branch agent Dave Nashif and his wife Kim at the Governor's Inaugural Ball



M.E.B.A. members talk with Congressman Scott Perry and acting MARAD Administrator Paul "Chip" Jaenichen about the importance of the U.S. Maritime industry.

During his time as a Washington Congressman for the 1st Legislative District, Gov. Inslee worked closely with the M.E.B.A. to tackle maritime issues on the Hill and in his district. M.E.B.A. and the maritime industry supported his run for governor, and he has not forgotten his friends. During his inaugural address he mentioned maritime as being a job creator; according to *Shoreline Area News* he is the first Governor to mention this since WWII.

The M.E.B.A. looks forward to continuing to work closely with Gov. Inslee on maritime issues facing the state of Washington.

Rep. Patrick Murphy Sworn in on Flying Bridge; Biden Praises M.E.B.A.

Newly elected Congressman Patrick Murphy (FL-18) celebrated his swearing in on the M.E.B.A. Flying Bridge. Also in attendance was Vice President Joe Biden. In his remarks, Biden mentioned that "M.E.B.A. has helped me my whole career – they're a first rate outfit." He further added that, "Patrick, if you've got M.E.B.A. sponsoring you, you're going to be President." A video of his praise can be viewed here: <http://www.youtube.com/watch?v=aJfGJBJjXu8>.



Vice President Joe Biden speaks with M.E.B.A. President Mike Jewell and Executive Vice President Dave Nolan at Rep. Murphy's swearing in ceremony.



M.E.B.A. members also speak with Congressman Rick Larsen about vital maritime issues.

M.E.B.A. & AMC Help Host Successful Welcome For 113th Congress

The AMC and the M.E.B.A., together with numerous maritime industry sponsors, hosted a welcome event for the 113th Congress on the Flying Bridge atop M.E.B.A. HQ. Over 200 people, including members from the House of Representatives and U.S. Senate, took part in the affair.

The event helped to introduce new congressional members to key maritime leaders and inform them of the important issues that face the U.S.-flag shipping industry. It also gave the Union a chance to speak with important allies such as U.S Transportation Command about our issues. While some Congressional offices represented were already strong maritime industry champions such as Rep. Michael Grimm (R-NY) and Rep. Cedric Richmond (D-LA), who spoke at the event about the creation of the new Congressional Maritime Caucus, the majority of the turnout from Capitol Hill were newly elected or appointed freshmen. M.E.B.A. is eager to impress upon these lawmakers the importance of maritime issues.

The list of congressional members also included: Senator Brian Schatz (D-HI), Rep. Rick Larsen (D-WA), Rep. Derek Kilmer (D-WA), Rep. Sean Patrick Maloney (D-NY), Rep. Dan Maffei (D-NY), Rep. Bill Enyart (D-IL), Rep. Scott Perry (R-PA), Rep. Alan Lowenthal (D-CA), Rep. Juan Vargas



Representative Juan Vargas meets with AMC staff President Lee Kincaid (left) and Executive Director James Caponiti.



Representative Scott Perry (middle) speaks with M.E.B.A. Political Director Matt Dwyer (left) and AMC President Lee Kincaid (right).

(D-CA), Rep. Scott Peters (D-CA), and Rep. Trey Radel (R-FL).

A group of local Union members as well as others attending class at the

Calhoun M.E.B.A. Engineering School also joined Union leaders and industry stalwarts at the event.

continued on page 24



Congressman Cedric Richmond also spoke at the event about the importance of our industry and the vital need for the Congressional Maritime Caucus.



Congressman Michael Grimm speaks about the importance of the maritime industry and the Congressional Maritime Caucus at the welcome to D.C. event for the 113th Congress.

Representatives Richmond & Grimm Form Congressional Maritime Caucus

In an effort to give the maritime industry an ongoing and consistent voice in the House of Representatives, Congressman Cedric Richmond (D-LA) and Congressman Michael Grimm

(R-NY) announced the formation of the first ever Congressional Maritime Caucus.

“From Alaska to Puerto Rico, Louisiana to New York, every day this industry facilitates trade and delivers energy resources that support millions of jobs and pays billions in state and federal taxes every year,” said Congressman Richmond. Representative Grimm continued, “I am honored to co-chair the Congressional Maritime Caucus with Rep. Richmond and look forward to working with him in support of issues that matter most to our nation’s maritime industry.”

The caucus will operate as a forum and information distribution center in the House of Representatives where members of Congress can turn for material on maritime issues, legislation, and initiatives. Representatives Richmond and Grimm expect to welcome a host of representatives to the caucus who understand the importance of a strong U.S. Merchant Marine.

“The Congressional Maritime Caucus represents a huge step forward for the maritime industry giving us a unified and concentrated voice on Capitol Hill,” said M.E.B.A. President Mike Jewell. “This important initiative will work hand-in-glove with the grassroots Maritime Action Committees (MACs) that are already in place in numerous congressional districts across the country to spread the maritime message.”

The M.E.B.A. knows the U.S.-flag maritime industry is integral to the economic and national security of the United States. The Union will work with members of Congress to express the importance of having a highly skilled mariner base and critical number of ships that are ready and willing to deliver the cargo needed by the American troops overseas. It will also work with Congress to make it clear that this is the same maritime industry that reliably carries domestic goods up and down the inland rivers and along the coasts.

Washington State Ferries Explores LNG as Fuel

The Washington State Ferry system announced a partnership with DNV, a risk management company with extensive experience of liquefied natural gas (LNG) fuelled ships to move forward with retrofitting half-dozen vessels with LNG burning engines.

“WSF burns more than 17 million gallons of ultra-low sulfur diesel each year – and it’s our fastest growing operating expense. LNG has the potential to significantly reduce emissions and the cost of fuel,” said Washington State Department of Transportation (WSDOT) Assistant Secretary David Moseley. “I am pleased to have DNV aboard to assist Washington State Ferries in this important look at liquefied natural gas a possible fuel for the fleet, and look forward to these next steps that WSF will take with DNV.”

DNV has taken the leading role in making LNG as a fuel safe and viable, 35 out of 37 LNG fueled vessels in the world, including the very first in 2000, were built to DNV’s standards. Of these, 16 are car/passenger ferries. Particularly for short-sea shipping, LNG technology can make a big difference quickly, when it comes to reducing harmful emissions.

“As the biggest ferry operator in the U.S., and the third biggest in the world, WSF can really lead the way for its industry. In DNV, we can now clearly see a tipping point when it comes to global interest in LNG fuelled ships. Knowing that LNG as a fuel helps reduce emissions and costs, our team of researchers, engineers, and business analysts are looking forward to assist WSF and other companies with managing risks related to their LNG operations,” says Kenneth Vareide, DNV Director of maritime operations in North America.

Staten Island Ferry System to Continue With LNG Conversion

New York City is preparing to go forward with plans to convert one of the system's two diesel oil-fuelled "Austen-class" ferries to run on Liquefied Natural Gas (LNG). The ferry will be converted during a regular dry-docking this year, the ferry will run on a pilot program to see if a larger conversion will occur.

NYC Transportation Department officials told the *Wall Street Journal* that they believe that running each ferry on LNG could save up to \$3 million a year. According to the *Staten Island Advance*, this equals about half the boat's annual fueling cost. City officials also estimate that the switch to LNG may also reduce carbon emissions by 25 percent.

The federal government awarded the Staten Island Ferry a \$2,340,000 grant and the City put in the rest of the money to cover the \$3 million price tag for the ferry conversion.

M.E.B.A.'s William "Bill" Doyle Sworn in as FMC Commissioner; Member Art Sulzer Sworn in to Saint Lawrence Seaway Development Corporation Advisory Board

Earlier this year M.E.B.A. member, William P. Doyle was sworn-in to office as a Federal Maritime Commissioner, and M.E.B.A. member Arthur Sulzer was sworn in to the advisory board of the Saint Lawrence Seaway Development Corporation.

In his swearing-in speech, Doyle thanked the M.E.B.A. for all of the education and opportunities the Union has provided him over his career. Prior to his appointment, Brother Doyle served as the Chief of Staff for M.E.B.A., which coupled with his experience as an Officer in the U.S. Merchant Marine, has given him a firsthand understanding of how the United States relies on its maritime industry for both military and economic security.

USCG Releases 4 Years of Alerts

The U.S. Coast Guard Office of Investigations and Casualty Analysis released a compilation of safety alerts, safety advisories, and lessons learned from the past four years in one accessible document. It can be found here: http://gcaptain.com/wp-content/uploads/2013/01/08_12_products.pdf.

M.E.B.A. M-Ship MOU Ratified

With the help of rank-and-file members, a Memorandum of Understanding (MOU) was signed between the M.E.B.A. and M-Ships, Inc. The MOU was negotiated with the help of Doug Allen, Dru DiMattia, Bruce Whichard, and Capt. Fran Goodwin. It was ratified by the membership at the weekly meetings. It provides increases for years 2012 and 2013, with a reopener in October 2013.

WSF M.E.B.A. Members Help Ensure Safe Delivery of Baby

Crew aboard the Washington State Ferry **TACOMA** helped deliver a baby girl on November 29, 2012. The birthing occurred while the ferry was en route from Bainbridge to Seattle.

The parents released a statement later that day expressing their thanks. "We would like to thank the incredible

crew of the Washington state ferry, **TACOMA**, and the kind people aboard who helped deliver our healthy baby, named Lucy, weighing 7 pounds, 3.6 ounces, and measuring in at 19 inches long. Mother and baby are both doing well and are very happy and healthy."

WSDOT spokeswoman Marta Coursey stated that babies have been born on the docks before, but as far as she knew never aboard a Puget Sound ferry until now.

Coursey praised the crew of the **TACOMA** stating, "our crews are really prepared for everything, and they have to be." M.E.B.A. congratulates the crew for their professionalism in emergency situations and for successfully helping to deliver a baby!

Security Endorsements Required for STCW

Before January of 2014, all officers aboard U.S. merchant ships will be required to have a "Security Endorsement" on their STCW. You can either (1) take a vessel security officer class, or, (2) take a class called "Vessel Personnel having Designated Security Duties" (VPDSD), or (3) fill out a USCG 719B form and request the captain of your ship to write a letter explaining what security related duties you have been performing such

continued on page 27



President Mike Jewell, FMC Commissioner Bill Doyle, Secretary-Treasurer Bill Van Loo, and Atlantic Coast VP Chris Guerra at Doyle's swearing in ceremony at the Federal Maritime Commission.



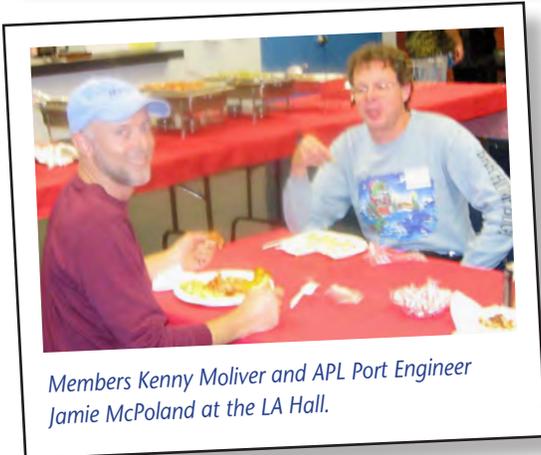
Faces around the Fleet



M.E.B.A. member Adel Lotfy and guest take a moment to pose for the camera at the LA hall.



The engineers of the **OVERSEAS CHINOOK** completed their SEEMP energy efficiency training in January. Pictured from left to right, are 1st A/E Chris Grupp, 3rd A/E Craig Moore, and 2nd A/E John Tosetto.



Members Kenny Moliver and APL Port Engineer Jamie McPoland at the LA Hall.



Taking time from their duties onboard the **HORIZON SPIRIT** to join the LA hall festivities are M.E.B.A. Members 2nd A/E Barry Reese, Day 3rd A/E Kenny Moliver, C/E Mike Clancy, and 1st A/E Tom Dewhirst.



M.E.B.A. officers onboard **MV YORKTOWN EXPRESS**. Pictured from left to right are C/E Kealoha Peltier, 3rd A/E Robert Culton, 2nd M Ed Figelski, 1st A/E Matt MacNeil, 3rd M Ed Quinn, 2nd A/E Seth Katz, C/M Pat McGourthy and Capt Luke Catarius



M.E.B.A. members aboard the **M/V MAERSK WYOMING** enjoy their dinner. Pictured from left to right are C/E Michael Terelak, 1st A/E Steven Pike, 2nd A/E Timothy Morton, 3rd A/E Michael Adams, and Cadet Trent Knox.

as maintenance of security equipment, monitoring lighting systems utilized for security purposes, roving patrols, etc. Members should send the completed form and the letter to NMC and request their security endorsement.

It is strongly recommended that members get a security endorsement prior to November of this year since companies *may* stop letting anyone sign on for a foreign voyage(s) that terminate after 1 January without it.

CMES Notice: Revised/New Application Forms To Attend Training

Due to the changes in the eligibility rules for attending training, the application forms have been revised. These include: Application for Course Attendance, Application for Alternate Location Training & Reimbursement of Tuition, and Application for Course Attendance - Un-sponsored Individual Training. Please discard all old versions of the CMES application forms as they will no longer be accepted. The new forms may be found on the CMES website - www.mebaschool.org, in the Union Halls, or at the School.

Any questions concerning this should be directed to CMES Interim Director, Chuck Eser at ceser@mebaschool.org.

Horizon Lines Offers Course for MARPOL I Training

Under the provisions of Horizon Line's ECP, the government requires each licensed engineer to complete a yearly MARPOL I Computer Based Training (CBT) course on each ship either before or within 7 days of joining a HL vessel. In order to ease the burden on each individual's shipboard time, Horizon made arrangements to make the CBT course available to any licensed engineer who is sailing or is interested in sailing on a HL ship while the individual is home or at a M.E.B.A. hall. All that is necessary to take the course is a relatively fast (DSL or better) Internet connection and a license key. The course takes about 3 hours and does not have to be completed all at one time. The

license key and sign-on instructions can be obtained from Tim Close (TClose@HorizonLines.com) at Horizon Lines.

WSF Officers Save Fuel, Win Presidential Award

Three Washington State Ferry employees – Staff Chief Engineer Mark Nitchman, Captain John Tullis and retired Captain Bill Chapple – received the Presidential Award for their collaboration on a method to save fuel on one of the largest vessels in the WSF system, the 202-car, 2,500-passenger PUYALLUP, serving the Edmonds/Kingston route. The Edmonds/Kingston

route is 5.2 miles one way and is one of the most well-traveled routes in the system, according to the Washington State Department of Transportation (WDOT).

The employees studied the effect of vessel speed on fuel consumption and suggested revised throttle settings to maximize fuel efficiency. Following a successful pilot project, WSDOT management adopted and implemented their suggestion, which is now the operating standard for the vessels on the route. These fuel conservation efforts have also helped reduce vessel exhaust emissions.

continued on page 29

Picture of the POID negotiating committee at work before the APL negotiations this fall. Pictured are EVP Dave Nolan, Jeannette Auman, Nolan Watson, Stefanie Wright, Orlondo Coronado, POID Representative April Fleischer. The contract was ratified by a 164-6 vote.



The M.E.B.A. POID contract negotiation team pauses for a smile. Pictured left to right are Dave Nolan (M.E.B.A. Executive VP), Nolan Watson (M.E.B.A.), Stefanie Wright (M.E.B.A.), Tim Windle (APL), April Wright (M.E.B.A.), Bill Doyle (former M.E.B.A. Chief of Staff), Alana Newman (M.E.B.A.), Bob Stephens (APL), April Fleischer (M.E.B.A. POID Rep.), John Rooney (APL), Jeannette Auman (M.E.B.A.), Collin Cacchione (M.E.B.A.), Lisa Lynch (APL) and Orlondo Coronado (M.E.B.A.).



Faces around the Fleet



An artist's look at the **APL CHINA** captured by 1st A/E Ben Parmer.



LA Branch Agent Rich Doherty visits members aboard the **OVERSEAS BOSTON**. From left to right are 1st A/E Craig Calvert, 3rd A/E William Thompson, and LA Branch Agent Rich Doherty. Not available for the photo were C/E Ray Jones, 2nd A/E Dale Cork and 2nd A/E Alex Robinson.



M.E.B.A. President Mike Jewell and retiree Art Sulzer speak to students in the Tampa Maritime High School program about jobs in the maritime industry.



Al Camelio and Bill Fast catch up at the M.E.B.A. Portland reunion last year.



Members Greg Herz, Raymond "Trey" Demarest, and Nick "Felix" Tapley stop by M.E.B.A. HQ this fall to check out the Flying Bridge.

Photo taken by member John Hrabar.



International Shipholding Corporation Acquires United Ocean Services; New Jobs for M.E.B.A.

International Shipholding Corporation (ISH) announced in the fall that it entered into a definitive agreement to acquire a 100 percent ownership interest in U.S. United Ocean Services, LLC (“UOS”), a wholly-owned subsidiary of United Maritime Group, LLC (“UMG”), for a total purchase price of approximately \$111 million cash, subject to customary closing adjustments. This expands the company’s U.S. flag Jones Act fleet and increases its contracted revenue stream.

M.E.B.A. represents the engineering officers in ISH’s U.S.-flag fleet. “We all worked long hours these past few weeks with the ISH management team in order to put this deal together—this was not a sure thing as other non-M.E.B.A. contracted companies were aggressively trying to purchase UOS,” said M.E.B.A. President Mike Jewell. “We’ll have six new vessels added to M.E.B.A.’s Jones Act fleet. Importantly, we look forward to the jobs and helping ISH leverage deep sea dry bulk cargo.”

Founded in 1959, UOS provides marine transportation services for dry bulk and break-bulk commodities in the United States. UOS operates the largest U.S. flag Jones Act dry bulk fleet today (131,000 deadweight tons), which consists of two handysize bulkers and four tug/barge units. The fleet operates under long-term contracts with

Tampa Electric (“TECO”) and The Mosaic Company (“Mosaic”), both of whom have maintained longstanding relationships with UOS that have spanned several decades.

This acquisition provides ISH with increased scale and a more diverse product offering within the U.S. flag Jones Act dry bulk transportation market, where ISH maintains a strong position.

Mr. Niels M. Johnsen, ISH’s Chairman and Chief Executive Officer, stated, “We are pleased to acquire United Ocean Services from United Maritime Group, a leader in dry bulk coastwise transportation in the United States for over 50 years. This acquisition enables management to capitalize on a growth opportunity in a niche market that is expected to be accretive to both earnings and free cash flow. The addition of these vessels strengthens our presence and improves our operating efficiencies in the U.S. Flag Jones Act dry bulk market. Additionally, we anticipate that this transaction will increase our contracted revenue stream to approximately 68% of total revenue in 2013.”

Patriot Wins Contract For USNS WATERS; M.E.B.A. Jobs Secured

Patriot Contract Services, LLC won an \$11,881,049 firm-fixed-price contract with reimbursable elements for the operation and maintenance of Military Sealift Command’s Navigation Test

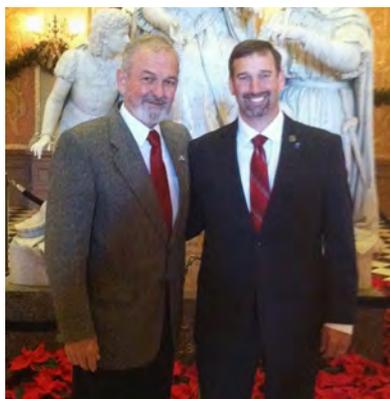
Support Ship **USNS WATERS** (T-AGS 45). This ship’s primary mission is to support the Navy’s Strategic Systems Programs Office by assisting with submarine weapons and navigation system testing.

Patriot was originally awarded the contract to operate the vessel in 2007. With the re-win the **WATERS** remains M.E.B.A. crewed in all licensed engineering billets.

M.E.B.A. Retiree Creates the Didwell-Liebling Opportunity Scholarship

Former Houston Branch Agent, Scott Liebling and his wife, Marian have created a scholarship for students attending Lone Star College Cy Fair. The community college is located in Cypress, Texas. The couple has dedicated the scholarship in honor of their parents and families. In the fall semester, four deserving students were recipients of the scholarship fund. If any members would like to contribute to the scholarship fund or know students in Houston who would benefit from it please contact the Lieblings at smclieb@swbell.net. The scholarship is a 501(c)(3) entity under the Internal Revenue Service rules, so all donations are tax deductible. For more information visit <http://lonestar.edu/news/19769.htm>.

continued on page 30



Retired C/E Cecil D. Ray in the California Capitol Rotunda with newly elected freshman California Assemblyman Brian Dahle just prior to his swearing-in. Ray was intimately involved in the Assemblyman’s campaign. Dahle brings to his office successful small business owner experience in farming, trucking and cereal grain processing. As a non-partisan County Supervisor for 16 years, Brian not only worked locally, but regionally and nationally on energy, timber, rural, and job issues. Having established himself in the past as a “fair” negotiator he received the endorsement of numerous public and private unions which contributed to his overwhelming victory. With Assemblyman Dahle as CE Ray’s son-in-law, Ray plans to be certain the Assemblyman stays fully informed on maritime issues.”



CMES 9/11 Memorial Dedication Ceremony

On Tuesday September 11, 2012, 11 years after the tragic events of 9/11/01, a formal dedication of the Calhoun M.E.B.A. Engineering School 9/11 memorial took place in Easton, MD. The memorial stands as a tribute to John “Jay” Corcoran, III (M.E.B.A. member who was on Flight 175), Stephen Ward (the son of former M.E.B.A. President Gordon Ward) who was working as a public accountant on the 101st floor of Tower 1) and all those whose lives were affected on that dark day. The memorial was enabled through the donation of three fragments of World Trade Center steel and includes stone taken from the old Calhoun School Light Street facility

in Baltimore, MD. Markers on each side bear the names of Corcoran and Ward in remembrance of them.

“This is a nostalgic day for me,” said Ward at the dedication. “You don’t expect to outlive your children. That’s not the natural order of things. We must continue remembering Jay and Steve and all of those innocent people killed on September 11.”

Speakers included M.E.B.A. Secretary-Treasurer Bill Van Loo (who served as the master of ceremonies), M.E.B.A. President Mike Jewell, Maryland Senator Richard Colburn, former M.E.B.A. President Gordon Ward, former M.E.B.A. President and former CMES Director Larry O’Toole, and

M.E.B.A. member Captain Frank Peters. Captain Peters spoke of his experience piloting the ferryboat *John F. Kennedy* the day the towers collapsed right in front of his eyes, and of the people he transported safely out of the city. O’Toole talked about his experience as CMES Director, and how he was summoned to Washington D.C. that day, only to see the smoke rising from the attack on the Pentagon.

M.E.B.A. members, the Board of Trustees, CMES staff, local and federal officials, family and friends of Corcoran and Ward, and many others attended. M.E.B.A. extends its heartfelt gratitude to all those who made this memorial possible.



The M.E.B.A. 9/11 memorial includes three steel fragments from the World Trade Center.



M.E.B.A. Members participated in the dedication ceremony.



Former M.E.B.A. President, Alex Shandrowsky, current M.E.B.A. President Mike Jewell, former M.E.B.A. President Gordon Ward, and former M.E.B.A. President Larry O’Toole attended the dedication ceremony.



The towns of St. Michaels and Easton lent out their fire trucks for the ceremony.

Interlake Steamship Company Continues Retrofits to Fleet

Last year, Interlake Steamship Company completed a \$20 million diesel conversion to the long time steamer **S/S KAYE E. BARKER** thus furthering her career and meeting and exceeding upcoming federal emissions regulations. The vessel returned to service on August 9, 2012. This is in line with other retrofits in the Interlake fleet including: \$40 million diesel conversions to **S/S CHARLES M. BEEGHLY** (now **HON. JAMES OBERSTAR**) and the **PAUL R. TREGURTHA**. Interlake is considering converting the steam vessel **S/S JOHN SHERWIN** to a diesel vessel thus adding another ship to the fleet and adding more jobs for the M.E.B.A. Over the past ten years, the company committed at least \$13 million each year to winter work repairs, scheduled maintenance and upgrades to vessels engine room, deck, and navigation equipment. The **S/S KAYE E. BARKER** is the first steamship converted under the EPA's Great Lakes Steamship Repower Incentive Program.

REMINDER - M.E.B.A. Members Need To Submit Company Pay Vouchers When Applying For Vacation Benefits

As of January 1, 2013, M.E.B.A. Plans requires members to submit all company pay vouchers covering all periods of employment each time you file for vacation benefits. Plans can

also now accept copies of discharges. Please visit your local halls for revised applications or access them on the Plans website, <http://www.mebaplans.org>.

Remember to Use the M.E.B.A. Hotline

Recently a member's relative was able to reach the member while at sea concerning a family emergency. Special thanks to NY Patrolman Rich Adams who was contacted and sprang into action.

Members are reminded that the M.E.B.A. has set up a hotline that is manned 24/7 for such emergencies. Before going to sea, please let your loved ones know of the Member Hotline should an emergency arise.

The M.E.B.A. Member Hotline is 1-888-519-0018. The Hotline is for emergencies, otherwise contact your local hall during business hours with your questions.

Pay Your Dues!

The M.E.B.A. By-Laws state, "No member shall be entitled to any benefits of the Union or be considered in good standing unless his [or her] dues are paid up for the full current calendar quarter or paid in accordance with any dues checkoff system under any collective bargaining agreement maintained by the National or this District."

In addition, any member or applicant two or more years in arrears on their dues and/or service charges will be put under review by the District Investigating Committee (DIC) and **WILL BE DROPPED** from the membership or applicant rolls. If you are in arrears and desire to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage to return to good standing. Members and applicants can make payments online now in a secure manner. Visit the M.E.B.A. homepage at www.mebaunion.org.

Keep Your Contact Info Current

Be sure to inform Headquarters if you have recently changed your contact information. There is an address change form on our website to help expedite the process. On www.mebaunion.org click on the "Members" tab then go to "Union Update" on that page will be a link to the "Address Changes Form."

Those active and retired members who have not received mailings from Headquarters may want to log onto our website to clarify their address. Because the M.E.B.A. Plans office in Baltimore and Headquarters databases are NOT linked you must also forward a signed change of address form to the Plans Office if you wish to update your information with them.



*C/E Bob Mills and Seattle Branch Agent Dave Nashif aboard the **SS HORIZON PACIFIC**. Bob Mills and Dave Nashif were both graduates of Calhoun School, Group 80A which graduated in February of 1983. The only other remaining active M.E.B.A. member of Group 80A (not pictured) is Bill Farrell who works in the Port of NY/NJ.*



Know Your Halls



Members Eddie Washington, Leroy Bones (Calhoon class #68), Sean Walker, and Eddie Lee hanging around the NOLA Hall during the 2012 Christmas party.

The story of steam begins in Philadelphia and the rivers of New York. But it is the Mississippi River that opened up America for business. When Abraham Lincoln was a teenager, he felled trees twice to make a raft carrying goods to the market in New Orleans. Each time, he walked back to Indiana/Illinois. In fact, each time he landed at the Julia Street Public Wharf, a mere eight blocks from today's M.E.B.A. New Orleans union hall. On his second return trip home, Honest Abe saw a steam powered side-wheeler traveling against the current and he knew commerce would never be the same.

The earliest reference to an M.E.B.A. presence in New Orleans is in 1883. According to New Orleans Patrolman Wilson Johns, there is an account of a great Christmas party where the two M.E.B.A. locals got together to celebrate the holidays. From that party an annual celebration was created. Everyone associated with the New Orleans hall has fond memories of the NOLA holiday parties since, and where better to have one than in the city where city-wide parties started.

Today, 60 percent of the nation's bountiful grain harvest flows out the "Big Muddy" to points around the world. With the inclusion of two grain carrying bulkers from M.E.B.A.-contracted United Ocean Services, NOLA is back in the business of feeding the world. The UOS two Integrated Tug and Barge units transiting between the Mississippi River and points in Florida is yet another example of the viability of America's Blue (or in this case Brown) Highway.

Until the end of the 1950s, M.E.B.A. Local No. 15 was located at Canal Street and Chartres Avenue on the boundary line of the French Quarter. According to Don Burnham, a Kings Pointer who sailed from that hall at the time, the members voted to buy a lot at 811 Carondelet Street at the intersection of Julia Street.



During the largest lockout in decades, the NOLA local members came out in force to protest Liberty Maritime's unlawful re-crewing of four break bulk vessels in New Orleans. M.E.B.A. is still contracted with three Liberty car carriers.



Members Matthew Hilton, Benjamin Hilton and Joshua Finstad listen to a short history lesson of their New Orleans union hall.

Local No. 15 collected a Building Fund from the members, purchased the new property and erected the present structure. For over fifty years, this hall provided for the men and women of the M.E.B.A.

In October of this year, the NOLA Hall Plans employee Mary Starita will celebrate her thirtieth year of service to the licensed marine officers of our beloved union. She has welcomed countless mariners back to the United States from the far-flung corners of the globe. Her Southern charm is a sure sign that the ship is docked and the long hoped for vacation is about to begin. She really is the anchor and a steadying influence for all who frequent the hall. She regularly guides members through their shipping career,

and helps process their membership, personal, medical, and retirement paperwork.

Wilson Johns serves the membership as the NOLA Patrolman. He helps with filing grievances, jobs calls, visiting vessels, local membership meetings, and is active in local political and labor events. He is also the Secretary for the M.E.B.A. Inland Transportation Coalition.

The hall is also home to the Gulf Coast Vice President, Jonathan Lincoln. Jonathan is happy to be working for the membership out of the NOLA hall. His daily responsibilities are filled with negotiating contracts, and handling arbitrations, as well as fulfilling his duties as a union trustee and DEC member.



NOLA Plans employee Mary Starita visits with her granddaughter Ava in the NOLA Hall.



NOLA Patrolman Wilson Johns out on the picket line during the Liberty lockout.



Gulf Coast Vice President Jon Lincoln hard at work in the Hall.

Generations of mortgages, cars and college educations have been funded out of this humble one story building.



When the current administration arrived in the NOLA Hall, there were two active termite colonies eating our union assets. Walls needed to be removed and entirely rebuilt. Pictured above is the NOLA Plans Office during reconstruction.



Aboard the HNL RIMPAC-USNS Waters are (from left to right) 3rd A/E John Donovan, HNL Rep. Luke Kaili, 1st A/E Sean Mulhall, C/E Mike Waller and 2nd A/E Craig Woodward.



ACADEMY
FINANCIAL, INC.

MICHAEL C. MCFEELEY, CFP®, MSFS, CRPC®
1.800.777.4798 Toll Free
410.825.0781 Direct

Michael.McFeeley2@LFG.com
www.academyfinancialinc.com

CHART YOUR COURSE TODAY

○ THE FINANCIAL HAWSE PIPE

3 A/E and 3rd Mate (age 18-29): These early years are important to take advantage of potential growth and compounding interest. Take advantage of the investment vehicles that are available to you.

1. **Create a Budget and Understand Your Cash Flow:** Understand how much you make, how much you spend, and where your money is going.
2. **Understand MEBA Benefits Package:** Understand how you are covered and how to maximize this opportunity. Ask about the benefits of our 401K and why you should contribute.
3. **Personal Risk Management:** Know your life insurance and disability income insurance needs and coverage.

2 A/E and 2nd Mate (The Accumulation Phase: age 30-50):

1. **Save for Retirement:** Maximize your employer or Individual Retirement Accounts potential through tax deferred contributions.
2. **Review Your Insurance Needs:** As your life change so does the amount of coverage you need to have. Do you have enough coverage to help meet the needs of you and your family in the case of an unfortunate event?
3. **Asset Allocation & Diversification:** Diversification through an asset allocation plan is a useful technique that can help reduce overall portfolio risk and volatility.
4. **Review Your Estate Documents or Have them Completed:** As assets are accumulated and you experience other changes in your life; does your original will still provide the passing of assets to your heirs the way you want?

1 A/E and Chief Mate (Pre-Retirement Phase: Age 50-Retirement):

1. **Evaluate Investments:** As you grow older you may not want to be exposed to as much risk. Evaluate your holdings and identify what investment strategies will help meet your goals.
2. **MEBA Long Term Care Program:** Plan to meet your long term care needs. As people are living longer then ever, the need for Long Term Care protection is an essential piece to preserve your estate and quality of life.
3. **Optimize Your Retirement:** After age 50 you can use catch up provisions to put away more money into retirement plans. You may also qualify for a deductible contribution for your spouse if you are maximizing your plan.

Chief Engineer and Captain (Plan your exit strategy):

1. **Defined Benefit/Contribution Options:** Understand the MEBA retirement options lump sum, single life, 50/50, joint, COLA, etc. What is your plan to maximize your distribution strategy and also protect your family or retirement?
2. **Budget and Cash Flow:** Things will be changing and you must create a budget to ensure your income needs will be met in retirement.
3. **Income Planning:** Whether active money management, annuities, or alternative investments, we work with our clients to create streams of income that our clients and families will not out live and will accomplish their goals.
4. **Develop and Evaluate an Estate Plan:** The goals of estate planning are to transfer assets to your intended beneficiaries at the lowest possible tax liability.
5. **Distribution Strategy:** A strategy needs to be put in place to minimize tax liability and ensure distributions are taken properly, especially those under age 59 ½ who fall under rule 72T.
6. **Health Coverage:** Do you know how your MEBA health care and Medicare fit into your retirement. What Medicare supplements are right for you?

To find out if you are working your way up the Financial Hawse Pipe, Contact

Michael McFeeley at (800)-777-4798 or by email at Michael.McFeeley2@lfg.com. For further financial information and why you should be considering and Academy Financial, please visit:

The M.E.B.A. does not necessarily endorse the services of our advertisers.





Faces around the Fleet



3rd A/E Romas Videika (left), assists 1st A/E Steven "grill master" Davis (right), during an engine department cookout aboard the Matson **M.V. MANULANI**.



Houston Rep. Erin Bertram took this picture aboard the **MV ALLIANCE RICHMOND**. Pictured from left to right in front of the MAN B&W 6S60ME main engine are C/E Filomeno Gaylan, 1st A/E Ed Radzik, and 3rd A/E Tim Rabb.



Hard at work changing out a rocker arm assembly in Superior, Wisconsin aboard Interlake's **JAMES R. BARKER** are (from left to right) 1st A/E Jason Buchinger, 2nd A/E Brett Meyer, and C/E Mike Wasson.



On board the **CAPE KENNEDY** C/E Chris Sullivan, NOLA Patrolman Wilson Johns, and 2011 AOTOS awardees 2nd A/E Robert Wappas, 1st A/E James Sutton, and 3rd A/E Marshall Sanford pose for a photo.



The **ALASKAN FRONTIER** ties up in Long Beach, CA giving M.E.B.A. officers a well-deserved coffee break! In front from left to right are 2nd A/E Chad Geary and 3rd A/E Andrew Christensen. In the back row from left to right are 1st A/E Mark Resleff, 1st M Dustin Cyr, C/E Steve Day and LA Branch Agent Rich Doherty. The **ALASKA FRONTIER** is one of 4 **M.E.B.A.** contracted "Alaska Class" tankers operating in the West Coast/Alaskan trade.

Engine cadet Merrill Andrews [left] and 1st A/E Steven Davis [right] display custom wooden "standup paddle board" paddles, they hand-crafted during the "China Express" portion of a voyage aboard the Matson **M.V. MANULANI** last fall.



Calhoun School



Upgrading Engineers - Management Level is a five-week course that fulfills the requirements set by Table A-III/2 of the STCW Code and the United States Coast Guard. Members of the August 31st graduating class are (left to right) Mike Fanning (Instructor), Tim Morton, Stan Ciecierski, Phil Walkup, Tracy Mathewson, Ernie Clements (Instructor), and Tru Sunderland (Instructor).



The two-week Tankship Liquefied Gases (LNG) class is a USCG prerequisite for employment aboard LNG carriers. The September 21st graduating class included (left to right) Ross Lee, Ron Watson, Bryan Nelson, Greg Herz, Rich Scholz, Chad Ingols, John Modrich, Jeremiah Winters, Michael Murray, Tom Hogan, and Denis Mengele (Instructor).



The three-week Instrumentation class concentrates on sensors and actuators that are used in maritime and industrial control systems. The October 19th graduating class included (left to right) Richard Thek (Instructor), Ramon Sunga, R. Michael Stewart, Gerard Cullen, Jason Lisowski, Dan Hebert, Mark Gimle, Patrick Murphy, and Rick Fullwood (Instructor).



The combination Basic Safety Training, Basic Safety Training Refresher (BST refresher), and Advanced Fire Fighting Refresher fulfills STCW requirements that teach members how to properly avoid and respond to ship board emergencies. The November 30th graduating class included (left to right) Ricky Hamiter, Paul Christensen, Derek O'Toole, Kevin Cross, Patrick Murphy, Ehtesham Ahmed, Jonathan Hines, Dan McGregor, Mario Benedetti, John Ward, Kaitlin Mulgrew, Michael Rosenberg, David Scott, and Edwin Ponce.



Electricity Refresher is a one-week course that refreshes members' knowledge in basic electrical and mathematical skills. Members of the November 30th graduating class are (left to right) Ron Fedorczak (Instructor), Aurelian Dramba, John Cleveland, Robert Trifonoff, Asher Liss, and George Morris.



Calhoun School

The one-week Hazmat class gives members the skills to confine, contain, or control hazardous material incidents. The December 7th graduating class included (left to right) Alex Antony, Patrick Murphy, Joseph LaMonica, and Dan Tuel (Instructor).



Advanced Stability is a one-week course that satisfies the ship stability competency requirements for STCW Cargo Handling and Stowage at the Management Level. Members of the December 14th graduating class are (left to right) Todd Hileman, Vahid Baigi, Craig List, Robert Edelhauser, and Dan Noonan (Instructor).



The two-week Advanced Pipe Welding Practice class concentrates on SMAW (Shielded Metal Arc Welding) of Pipe. Members of the December 14th graduating class are (left to right) Rich Lundin, Kurt Landwehr, Gerard Petrocelli, Tracy Burke, Bryan Jennings (Instructor), and Shawn Locke (Instructor).



The last two-week Electrical Troubleshooting class focused on the efficient maintenance and repair of electric motor starters, commercial lighting equipment, industrial controls, and sound-powered telephones. The December 14th graduating course included (left to right) Ron Fedorcak (Instructor), Keith Kollenbaum, Aurelian Dramba, John Lampke, Gary Heagerty, Robert Trifonoff, George Morris, Eric Lowe, Jeanne Klaine, Thant Yung, and Andrew Necica.



Welding is a four-week course that teaches members safety, basic metallurgy, welding theory, and allows for hands on practice. The February 1st class, which was the first to graduate this year, included (left to right) Daisuke Omi-Freeman, Stanley Quinn, Sean Barkowsky, Bryan Jennings (Instructor), Dan Ledoux, Aaron Schmidt (Instructor), Meherwan Irani, Paul McGrath, Mary Rea, Tom Timmerman, John Romano, Aurelian Dramba, Adam Burton, Shawn Locke (Instructor), and Sam Sanders.



Calhoun School



Human & Labor relations is a one-week course that covers diversity in the maritime workforce, liability associated with non-compliance with workplace protection laws, and familiarization with union and company business interactions. The February 8th graduating class included (left to right) Mark Bolster, Bonnie Albright, Joanne Gannon, Cheri Layton, Katherine Danko-Lord (Instructor), and Rick Parent.



Gas Turbine Engineering is a four-week class that includes system terminology, thermodynamics, construction and installation designs, monitoring and control instrumentation, and propulsion configurations. Members of the March 1st graduating class are (left to right) Mike Blevins (Instructor), David Shaw, James Weythman, and Jason Callahan.



The Ship Management - Safety Management course provides knowledge needed by Deck Officers at the management level concerning shipboard safety management, maritime business, and maritime law. The March 7th graduating class included (left to right) Craig List, Vahid Baigi, Matt Rutan, Shauna Glasser, and Scott Nowak (Instructor).



The one-week Medical Care Provider class provides training to members so that they can respond to medical emergencies occurring on board ship. Members of the March 22nd graduating class are (left to right) Tim Weber, Tara-Lehua Weber, Danielle Vignocchi, Leroy McGee, Paul Renaghan, John Sullivan (Instructor), Ruth Sullivan (Instructor), and Peter Quinones.



Military Sealift Command Officer (MSC Officer) is a two-week course for members who intend to apply for officer positions on MSC vessels. Members of the March 29th class included (left to right) Ian McManus, Rich McNair, Shawn Locke (Instructor), Bruce Bonnacarrere, Ken Pettine, Devlin Miller, Rich Whitney, Jr., Phil Walkup, Tom Tompkins, and Dan Tuel (Instructor).



Calhoun School

The upper level, one-week Programmable Logic Controllers class focuses on a variety of topics in regard to the theory and use of PLCs, including electromechanical and digital-logic technologies, number systems, Boolean algebra, and ladder logic design. The April 19th graduating class included (left to right) Rick Fullwood (Instructor), Mark Gimle, William Crowe, Joseph George, Trevor Lapham, Phil Walkup, Hezekiah Bolton, and James Laurent.



Tankerman DL is a one-week course that fulfills USCG and STCW training requirements for Tankerman of Dangerous Liquids, Benzene Awareness Training, IGS/COW, and Vapor Control Operations. Members of the April 19th graduating class are (left to right): Rilynn Rouse, Andrew Wormwood, Erik Gilbert, Edward Quinn, Gabriel Arhin, Spencer Reed, Laurence White, III, and Dennis Compton (Instructor).



The two-week Container Refrigeration class covers basic refrigeration principles, refrigeration instrumentation, modern refrigerants and their characteristics, and Thermo King and Carrier container components. Members of the April 19th graduating class are (left to right) Eric White, Darryl McCaslin (Instructor), Marc Hoffman, and Mike Fanning (Instructor).



M.E.B.A. Officers aboard the **DENEbola** (from left to right are) Master Andrew Johnson, Chief Mate Adam Blackwell, 2nd Mate Aaron Kleinerman, 3rd Mate Robert Womble, 1st A/E Lee Brand, 2nd A/E Phillip Lessard, 3rd A/E Thomas Stillwachs, 2 A/E William Lyttle, 3rd A/E Frank Crifasi, 2nd A/E Lyle Armacost, and C/E Hank Cole.



2nd A/E Chris Sterling and 3rd A/E Craig Moore enjoying the ship's barbecue aboard the **M/V MAERSK WYOMING** in the Red Sea with QMED Francisco Ramilo and Electrician Joe Grandinetti.





Finished with Engines

GERRIT BAAS

Gerrit Baas passed away on June 20, 2012, at the age of 96. He was a resident of the Netherlands. He never lost his humor and his eyes sparkled until the end. He was predeceased by his wife Cornelia Geertje Baasden Ouden in 2003. He is survived by his cousins, nieces and nephews, and other family members.

JOHN M. BELL, III

John “Jack” Bell, III passed away on October 14, 2012 while serving as first assistant engineer on the **HORIZON HAWK** en route to China from California. He was 56 years old. He was a resident of Atlantic Beach, FL.

Brother Bell graduated from Fletcher High School in 1972 and was a 1978 Calhoun M.E.B.A. Engineering School graduate. He held a chief engineer’s license for steam vessels of unlimited horsepower and a first assistant engineer’s license for diesel vessels.

Jack worked for over 30 years as a marine engineer, sailing to Europe, Asia, Africa, the Middle East, and up and down the East Coast and West Coast of the United States. He was greatly loved by his family and friends, and known for his generosity, kindness, and gentle sense of humor. When not working in the engine room, he spent many happy hours fishing offshore of Atlantic Beach.

“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.”

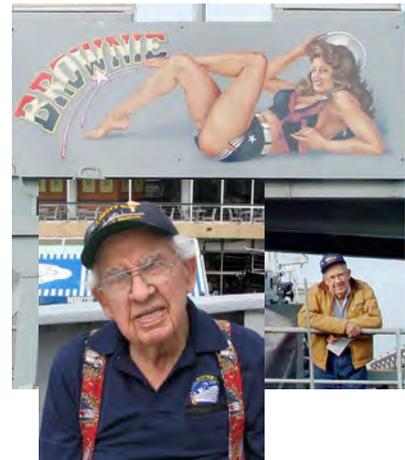
Jack is survived by his son, Michael (Christina); his father, John M. Bell, Jr.; his sisters, Barbara Hamilton, Beverly Bell (John), and Nancy Ruppert (Jeff); his niece, Debbie Eisert (Bill), and his nephew, Robert Hamilton (Mel); as well as many other relatives, and his best-loved friend, Cindy Ginn. Donations in Jack’s memory can be made to Boy Scout Troop 37, 150 Sherry Drive, Atlantic Beach, FL 32233.

CHARLES F. “BLACKIE” BLOCKSTON JR.

On August 28, 2012, longtime member Charles F. “Blackie” Blockston Jr. passed away due to multiple-organ failure. He was 93 years old. Brother Blockston started his seafaring career at a young age; he dropped out of school at 15 and went to sea as a wiper on the **SS BERKSHIRE**, a Merchants and Miners Transportation Co. ship.

Blackie was a dedicated seaman and served his country bravely during WWII. His wartime journey began as an oiler aboard the **SS CARLTON**,

a Lykes Brothers Steamship Co. freighter that was sailing to the port of Murmansk as part of Convoy PQ-17. The **CARLTON** was attacked twice, and sunk. Blackie and 17 other survivors drifted in a lifeboat for three weeks before being rescued near the coast of Norway by a fisherman and his son, they were promised a fish dinner. Unfortunately, the presence of the crew was leaked to the Germans and they were taken prisoner. While in transit, the German boat hit a mine and sank. Blackie and his crewmates were saved by a Danish



trawler under German command and were taken prisoner again. He and his fellow survivors were sent to Milag Nord POW camp in Germany, where Blackie spent 32 months in captivity before he was released in a prisoner exchange and sent back to the U.S. Once home, Blackie attended Fort Trumbull School and graduated as a marine engineer. He went back to sea as first and third assistant engineer during the Korean Conflict and the Vietnam War. Years later, Blackie returned to Norway and reunited with the fisherman's son to finish the dinner the Germans interrupted 55 years previously. He retired in 1982 after 40 years at sea. During his retirement, Blackie was an active volunteer and engineer aboard the Liberty ship **SS JOHN W. BROWN**.

Brother Blockston will be remembered for his active and consistent dedication to the M.E.B.A. and his fellow union brothers. He was a wealth of knowledge and was always willing to offer his advice and voice his opinions during union meetings.

Blackie is survived by his sisters, Virginia Albrent and Elizabeth Garrigues; and several nieces and nephews. Blackie was a good shipmate and his presence will be greatly missed. May he rest in peace.

JOHN A. BURRESS

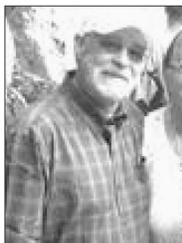
John Burress passed away on May 22, 2012, at the age of 88. He was a resident of Beckley, WV. Brother Burress last sailed in October of 1985 aboard the **AMERICAN RESOLUTE** for U.S. Lines. After a prosperous career at sea, he retired on February 1, 1986. He is survived by his wife, Loretta and son, Michael.

LEONARD J. CAILLIER

Leonard Caillier passed away on August 6, 2012, at the age of 92. He was a resident of Labelle, FL. Brother

Caillier last sailed on April 1, 1968. After many successful years of sailing he retired on July 1, 1968. He is survived by his sister, Joan Caillier.

TIMOTHY JOHN COLLINS



Timothy "Tim" Collins passed away on October 10, 2012 at the age of 61. He was a resident of Meyers Chuck, AK and Green Valley, AZ.

Brother Collins was raised in Pawtucket, R.I., where he attended St. Joseph's Catholic School and became a local hero when he discovered a stash of stolen fur coats and returned them to a local store. He graduated in 1969 from Oak Grove High School in San Jose, Calif.

A graduate of the Calhoun M.E.B.A. Engineering School, Tim sailed for 30 years as a marine engineer for the Alaska Marine Highway System. He last sailed as a second assistant engineer aboard the **TUSTUMENA** and retired on July 1, 2006. In addition to the M.E.B.A., he was a member of the Inland Boatmen's Union and the American Legion. He enjoyed golf, reading, tinkering, skiing, karate and skateboarding.

Tim married Donna Meyer on March 5, 1994 at Friday Harbor, Wash. and they enjoyed 18 years together. "Tim was a loving, devoted husband, stepfather and grandpa and will be deeply missed by all who knew him and loved him," his family writes.

He was preceded in death by his father and mother. He is survived by his wife, Donna Collins; stepsons, Mike (LeAnn) Meyer, and Bart (Janai) Meyer; grandsons, Nolan and Dutch; brother, Patrick Collins; sister-in-law Christy Johnson; and nieces, Linnea Johnson and Krista Settles.

THOMAS F. CRONIN



Thomas "Tom" Cronin passed away peacefully on June 21, 2012 at the age of 90. He was a resident of Lawrence, MA.

Brother Cronin was a 1939 graduate of Lawrence High School. He worked at Stop & Shop and then entered the U.S. Merchant Marine and attended Officer's Training School in New London, Connecticut. Tom gained veteran's status for his active service during World War II. He survived the sinking of three ships during his career.

He last sailed in February 1984 as a First Assistant Engineer aboard the **GOLDEN ENDEAVOR** for Westchester Marine. He retired on January 1, 1985.

Tom was an upbeat, optimistic man who loved life and never complained. He was generous of heart and his motto was "share the wealth" which he often did. Tom loved gardening and won many blue ribbons for his flowers. He was a member of The Knight's of Columbus in Lawrence and attended St. Joseph's Catholic Church in Salem, N.H.

He is survived by his loving wife Frances T. Cronin; stepson, Peter C. Takvorian and his wife Ann; sister Dorothy Mistretta; and niece Janice Carney. He is predeceased by sisters Jeanette Lastra and Helen Deparales. He is also survived by many other wonderful nieces and nephews. In lieu of flowers, donations in his memory may be made to Mary Immaculate Activity Fund, 189 Maple Street, Lawrence, MA 01841. For online condolences please visit www.cataudellafh.com

continued on page 42



LOUIE H. DANIELS

Louie “Lou” Daniels passed away on December 13, 2012 at the age of 83 due to the effects of the insidious disease of advanced dementia.

Brother Daniels lived a full and colorful life and was loved by many. He was a true patriot, who served his country for 57 years as a Merchant Seaman, U.S. Coast Guard Master Chief, and chief engineer for the U.S. Army Corps of Engineers in Wilmington, NC. He was a valued asset to M.E.B.A. and was a strong force in guiding other members to join the Union.

Although Lou loved his family beyond measure, his true mistress was the sea, and he served her well all of his life, sometimes at great cost. Despite his success in life, Lou was a very humble and down-to-earth man who was quick to “win people over” with his warmth, beautiful blue eyes, and witty stories and jokes (of which he was never at a loss). He never met a stranger, was a good neighbor and friend, and was always there to help. One of the true regrets and laments of his life was that he never knew a mother’s love because his own mother passed away when he was six months old.

Lou was a privately religious man who prayed nightly on his knees. A loving husband, father, and grandfather, he leaves behind to cherish his memory his faithful wife of 60 years, Loretta, who so diligently and lovingly cared for him throughout his life; his loving daughter, Sandra, who adored him and found strength and inspiration in his words and teachings; his adoring granddaughter, Luciana, who believed her “Pop” could do anything; and his honorable son-in-law, William, whom Lou respected for his honesty and integrity. In addition to his nuclear family, Lou is survived by one brother, the Reverend Carroll Daniels, and numerous nieces and nephews, all of whom he loved dearly. He was

preceded in death by his mother and father, Flora and Spencer Daniels, and his three brothers, Malcolm, Bruce, and Arnold “Top” Daniels.

No matter where he travelled, his beloved Wanchese, NC always beckoned him home, and it is to Wanchese where he will return for his final sojourn. “We shall not look upon his like again...Our revels now are ended.” Expressions of sympathy may be made in the form of flowers (of which Lou loved) or donations made to a charity of your choice. His family especially asks that you lift them up in prayer and pray for the repose of Lou’s soul.

SIGMOND J. DOMBROSKI

Sigmond Dombroski passed away on May 22, 2012, at the age of 97. He was a resident of Sea Level, NC. Brother Dombroski last sailed in October of 1965 through June of 1966 with Grace Line, and from June of 1966 to July of 1966 with Prudential Lines and Moore-McCormack Lines. After many successful years at sea he retired from the M.E.B.A. in September of 1966. He was predeceased by his wife, Jean in May of 2004. He is survived by his daughter Carolyn Havey.

JOHN JOSEPH ENGELBRECHT



John “JJ” Engelbrecht passed away on June 12, 2012 at the age of 53 after a courageous battle with cancer. He was a resident of Bainbridge Island, WA.

Brother Engelbrecht was born in Biloxi, MS. He grew up in New Jersey, but also lived in Seattle before moving to Bainbridge Island in 1999. He graduated from Christian Brothers Academy, Lincroft, NJ in 1976.

JJ was a 1983 graduate of the M.E.B.A. Calhoun School. Throughout his sailing career he worked for Moran Tugs, Royal Seafoods, the

Washington State Ferry system, and various other shipping lines contracted with the M.E.B.A. until his retirement in April 2012.

He was an avid cyclist, skier, and all around outdoorsman who had a quick wit, an infectious laugh, and was always the life of the party. He will be greatly missed by all who had the good fortune to know him.

JJ is predeceased by his parents Henry and Ann. He is survived by his loving and devoted wife Ilze; daughters Shannon Engelbrecht and Cathryn Moore; brother Henry; sisters Sue Watson, Barbara Hammond, and Jane Havard. Donations may be sent in his memory to the John Engelbrecht Donation Fund at the Kitsap Credit Union, PO Box 990, Bremerton, WA 98337 (kitsapcu.org).

EARL H. FLOYD

Earl Floyd passed away on July 2, 2012, at the age of 87. He was a resident of Waterville, WA. Brother Floyd was a longtime marine engineer and retired from the Washington State Ferries system in 1991 after a prosperous career of sailing.

He is survived by his wife, June Floyd; his sons, Dan Floyd, Chester Floyd, Kelly Floyd, and Cecil Floyd; his daughters, Sharon and Peggy Floyd; and his stepsons, Tony Norris and Bill Misemer.

THOMAS EUGENE GRIFFITH

Thomas Eugene “Gene” Griffith passed on May 15, 2012, at the age of 81. He was a resident of Mississippi.

Brother Griffith sailed as a Chief Engineer and also served in the U.S. Coast Guard. He was a member of New Sight Baptist Church and of the Brookhaven Masonic Lodge #241.

He is survived by his wife, Minnie Evelyn Griffith; son, James Michael Griffith (Sandy); daughters, Sandra

Graves (Dennis) and Jeannie Brown; stepsons, Donald Maxie Douglas (Vivian), Michael Paul Douglas, and Alex Tucker (Sandra); stepdaughter, Theresa Ann Causey (Robert); brothers, Lavon Griffith, Ala., Wayne Griffith, and Kenneth Griffith; sister, Louise Calendar; 16 grandchildren; 14 great-grandchildren; and numerous nieces and nephews. Preceding him in death were his parents; granddaughter, Andrea Nicole Graves; and six siblings.

EUGENE VICILIVICH KASHPUREFF

Eugene Kashpureff passed away on July 17, 2012 at the age of 82. He was a resident of Englewood, FL and Flippin, AR. Brother Kashpureff was licensed to sail as a Chief Engineer. He last sailed as a first assistant engineer with Military Sealift Command-Pacific.

He is survived by his son, Eugene Kashpureff and 5 grandchildren, Eugene, Mikhail, Peter, Nicoli and Gregoriy. He was preceded in death by his parents.

BYRON ROBERT KEARBEBY



Byron Kearbey passed away on August 28, 2012 at the age of 88. He was a resident of Dunnellon FL.

Brother Kearbey was a WWII Army veteran and survived 3 years in Japanese prison camps in the Philippines and Japan. Upon returning to the United States, he spent a year in the hospital recovering from his injuries before completing Officer Candidate School and finishing out his Army service as a Lieutenant. He earned many commendations and medals, among them the Silver Star and the Purple Heart.

Brother Kearbey began swabbing decks on tug boats in Tampa, FL in

the early 1950s, moved up to the larger vessels and eventually worked his way up to Chief Engineer. He had a long M.E.B.A. career, sailing the world from New York, Baltimore, Boston, San Francisco, Seattle, Los Angeles, Houston, New Orleans, Jacksonville, and Tampa. He loved going to sea but loved going “ashore” even more. Brother Kearbey was known to regale his family and friends with tales of his travels and took particular enjoyment explaining the difference between a “sea story” and a “fairy tale”. After retiring from the M.E.B.A. in 1989, Brother Kearbey took an active role his local VFW and the National Organization of the Defenders of Bataan and Corregidor. He was elected Commander of both organizations. Along with his wife Darlene he championed many charitable causes.

He was preceded in death by his wife Darlene, and sons Byron Jr. and Kevin. He is survived by his son Garrett, five grandchildren, and two great grandchildren.

DANIEL ANTHONY KIERNAN



Daniel “Dan” Kiernan passed away on January 21, 2013, at the age of 67 after a brave fight with cancer. He was a resident of Martinez, CA. Brother Kiernan served in the U.S. Navy and had a successful 35-year sailing career as a merchant mariner. He last worked as a first assistant engineer for Sealand in September of 1998.

Dan then ran Tanglefree Ind., an inherited family business. He ended his career as a Stationary Engineer

for the State of California. He enjoyed duck hunting and cooking, especially his infamous Christmas candy. He touched many lives with his gentle spirit and humor, and his generous spirit will be missed by all who knew him. He is survived by his loving wife, Mary Kiernan; devoted daughters, Laura, Michelle and Maureen; and beloved grandkids, Jada, Taylor, Maya and Sophie. He is also survived by his loving sisters Fran Brown and Pat Misner.

ANDREW LAFRATTA



Andrew “Dean” Lafratta passed away on July 20, 2012, at the age of 88. He was a resident of Plains Township, PA.

Brother Lafratta was born in Pittston, PA and was educated in Pittston schools. He sailed in the U.S. Merchant Marine from March 6, 1942, to August 1, 1972. Dean delivered war materials to the Armed Forces in the British Isles, Europe, Mediterranean, East Africa, South Africa, West Africa, Persian Gulf, Iran and Iraq, (1943) India, Pacific Islands and Japan, and the Korean and Vietnam war zones. In August 1972, he retired as a Chief Engineer.

He was a member of Our Lady of Mount Carmel Church (St. Joseph Marelllo Parish), Pittston. Some of Dean’s life pleasures were gardening, golfing and bowling. He was a beloved son, brother and uncle, who will be missed by all who knew and loved him.

The family would like to thank the dedicated doctors and staff of the Timber Ridge Health Care Center and the VA Medical Center for their compassionate care.

He is survived by his brother, Joseph Lafratta; sister, Rosella Mulcahy and husband, Joseph; and many nieces

continued on page 44



and nephews. He was preceded in death by his sister, Teresa Fitzpatrick, and a brother, Dominick. In lieu of flowers, memorial contributions may be made to St. Joseph Marelo Parish at Our Lady of Mount Carmel Church Building Fund, 237 William St., Pittston, PA 18640. To send online condolences please visit www.BalogaFuneralHome.com.

ROY LUEBBE



Roy A. Luebbe died unexpectedly at home on September 6, 2012. He was 83 years old.

Brother Luebbe was a staple of the M.E.B.A. and an exemplary member who helped the union and its members grow and prosper. Under his direction, the Calhoun M.E.B.A. Engineering School planted its roots and evolved into a well-respected and internationally recognized educational institution.

Over the course of 20 years, he oversaw the creation and expansion of the School from the old Emerson Hotel and the Southern Hotel at 9 Light Street (in Baltimore), where it became the Calhoun M.E.B.A. Engineering School (CMES), to the move to Easton, MD. He adeptly dealt with the transition periods in between moves and ensured that his students received top-notch educations until his retirement in 1986.

Brother Luebbe oversaw the growth of the School, which was founded in 1966 and worked to meet the demand for qualified marine engineers needed during the Vietnam War. CMES began as a two year program filled with intense study, including six months of sea time. Later, under Mr. Luebbe's direction, the program

expanded to three years, with a full year of sea duty. By balancing traditional classroom work with hands-on equipment training, CMES prepared cadets for a career in the Merchant Marine upon graduation.

Under his watch, 2035 Third Assistant Engineers graduated and several thousand more M.E.B.A. engineers took advantage of the continuing education courses offered. To this day, Mr. Luebbe is the longest serving Director of CMES. He was a dedicated and hardworking individual who regularly contributed to the PAF and was always willing to share his wealth of knowledge with fellow members. In 2001, Brother Luebbe's great accomplishments were recognized when the Roy A. Luebbe Center, which houses the cafeteria, conference room, and additional dorm rooms, was constructed at the Easton campus.

Brother Luebbe also served on the **USS CORAL SEA** from 1947 until 1949. He was a passionate dog lover and a proud supporter of Lab Rescue.

Roy was the devoted husband of the late Christiane "Chris" Luebbe, loving father of Susan M. Luebbe and Julie H. McArthur, beloved brother of L. Donald and the late J. William and Audrey L. Luebbe, and proud grandfather of Heather L. McArthur. In lieu of flowers, expressions of sympathy may be directed in Roy's memory to the Oak Crest Scholarship Fund, 8820 Walther Blvd., Parkville, MD 21234 or Lab-Rescue of the LRCP Inc., P.O. Box 1814, Annandale, VA 22003. A guest book is available at www.lemmonfuneralhome.com

DAVID MICHAEL MCCUSKER

David McCusker passed away unexpectedly on June 30, 2012, at the age of 45. He was raised in Marblehead, MA.

Brother McCusker graduated from Marblehead High School and attended

Massachusetts Maritime Academy. He played lacrosse, a sport he came to love from his brother Michael. David graduated in 1989 and joined the M.E.B.A. in Boston. He sailed around the world as a Third Mate and grew to love the sea. He eventually returned home to the North Shore and settled in Salem, MA, where he began a "land" career as a Senior Growth Technician and supported R&D for GT Crystal Systems.

A devoted uncle, "Uncle Dave" brought the mischief, the candy, the scali bread, the whiffle balls, and most importantly, the laughter. He was proud to be a part of their athletic events, personal events and "educating" them while watching the Pats, Sox, B's or Celts. He often introduced them to questionable vocabulary to describe a call while yelling at the TV to argue a call by a ref or ump. His nieces and nephews: Jessica, Sarah, Patrick and Connor Doliber; Ryan, Michelle, Erin and Cathryn (his adored Goddaughter) Lally; Erin Delaney; and Corey Moranda will miss hanging out with "Uncle Dave" at the family gathering to get away from the adults.

David is survived by his mother, Barbara Lally McCusker, his sisters and brother, Mary Kathryn "Katy" McCusker and her family, Tony and Corey Moranda, Sharon (Lally) Doliber, Martha (Lally) Delaney and her husband Jeff, Gretchen Lally, Peter McCusker, his sister -in-law Diane Lally. He was predeceased by his brother Michael Lally and brother-in-law Howie Doliber. In lieu of flowers, please donate to the Down Syndrome Clinical Program Fund at Boston Children's Hospital, in memory of David Michael McCusker. Contributions can be made online at www.childrenshospital.org/tribute or checks made payable to Boston Children's Hospital can be mailed to Children's Hospital Trust, 1 Autumn Street #731, Boston, MA

02215-5301 or to The Massachusetts Maritime Academy Foundation c/o Massachusetts Maritime Academy 101 Academy Drive, Buzzards Bay, MA 02532 For additional information or online guest book, please call 978 744 0497 or visit www.MurphyFuneralHome.com.

PAUL NORMAN



Paul Norman passed away on April 29, 2012, at the age of 82. He was a resident of Seattle, WA.

Brother Norman came from a labor union family; his father was active in the rank and file ILWU along with Harry Bridges. Paul grew up in the Bay Area and started shipping out with the SUP during the late 1940s. Once Paul got his license, he sailed for the M.E.B.A. until his retirement on December 1, 2000. He last worked as a port relief engineer with Matson Navigation. Paul served his country well, doing service in the Army in Korea.

Paul was known as a true labor man and his heart was Union from start to finish. His memorial brick at the Merchant Marine Memorial in Easton, MD is inscribed with the apropos phrase "An injury to one is an injury to all".

"For over two decades, Paul Norman has been the heartbeat of unionism in the M.E.B.A. In this age of electronic

communication, Paul's skill with the written word made him most effective. It was however, his values of trade unionism combined with that ability to broadcast the message of true union values that made Paul the standard bearer of unionism in M.E.B.A., said former M.E.B.A. President Lawrence O'Toole. "Paul was the advocate for having an open forum of the membership as the best means of preserving union democracy. He was the first to volunteer to join and represent M.E.B.A. in Labor demonstrations. Paul gave historical perspective to M.E.B.A.'s place on the labor movement."

Paul's ashes were scattered at 1302 Hawaiian Standard Time, in position 22-36 North Latitude and 155-33 West Longitude, by Captain John Jablonski and the crew of the **SS HORIZON PACIFIC**. His departure into the sea was accompanied by a long blast of the ship's horn.

One of Paul's favorite sayings, from Herman Benson, founder of Association for Union Democracy, was: "Unionism is the only effective means of curbing arbitrary employers and Union Democracy is the only effective means of controlling arbitrary union officials." May Paul's spirit live on in all M.E.B.A. members.

He is survived by his wife, Akiko Norman, and his nephew, Martin Norman.

FRANK P. PANGELINAN

Frank Pangelinan passed away on September 21, 2012, at the age of 62. He was a resident of Baltimore, MD. Brother Pangelinan last sailed as a second assistant engineer aboard the **S/L LIGHTNING** with Maersk Lines, Limited. He retired from his prosperous sailing career on March 1, 2010. Frank is survived by his children, Frankie, Kenneth, Theresa, and Francesca.

EDEN PERDIGUERRA

Eden Perdiguerra passed away on March 27, 2013 at the age of 58, with



her family by her side. Sister Perdiguerra was an employee of American President Lines and a member of M.E.B.A. POID since 1987. She started

working for APL in July of 1987 in Westbound Documentation, and served as a freight cashier in San Francisco from 1990-1992. She also worked in customer service from 1993-1995, as an equipment clerk from 1995-1998, a vessel coordinator from 1998-2009, and held the title of cargo services clerk from 2009-2012.

Eden had battled cancer for a long time. She was known to all as a wonderful and special lady who had an incredibly strong spirit. She is survived by her husband Eduardo; her daughter Lindsay; her son Eric; her mother Natividad Macaraig; her three brothers, Leonardo, Florante and Benchito Macaraig; and her sister, Glenda Macaraig Ignacio. Donations may be made in her memory to help her family with the lingering costs of her medical expenses: 1319 Lincoln Avenue Alameda, CA 94501.

HERBERT D. SPENCER, JR.

Herbert Spencer, Jr. passed away on July 4, 2012, at the age of 62. He was a resident of Southern Shores, NC. Brother Spencer last worked as a group supervisor port engineer with CSX World Crane Services. After many successful years with the M.E.B.A. he retired on October 1, 2002. He is survived by his wife, JoAnn and his son, Joseph.

continued on page 47



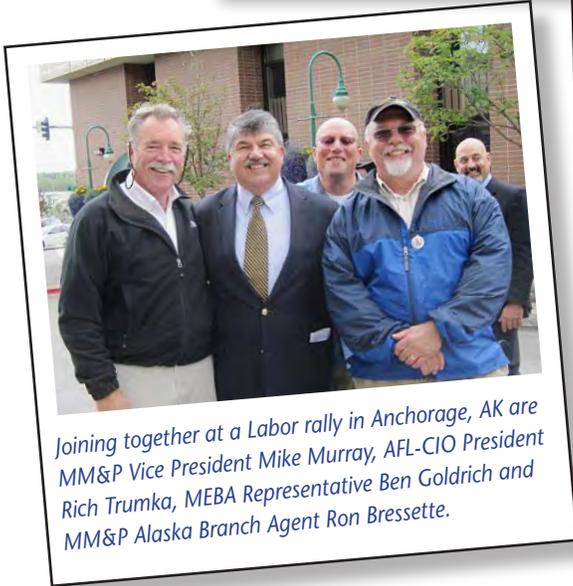
Faces around the Fleet



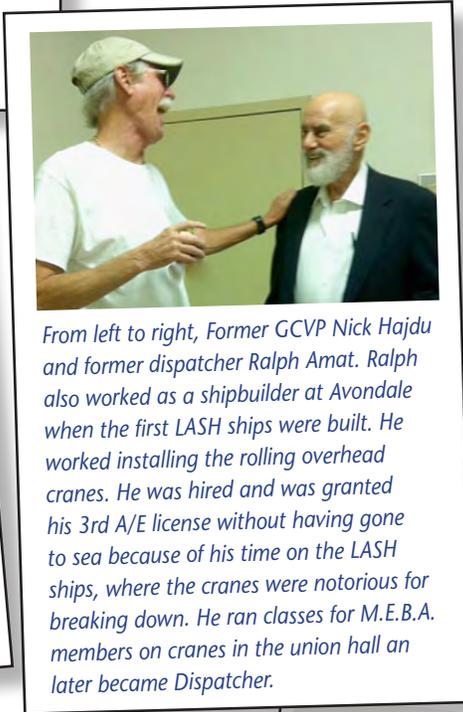
NOLA Patrolman Wilson Johns walking the picket line with the M.E.B.A. Captains supporting a job action against the Golden Gate Bridge Ferry District.



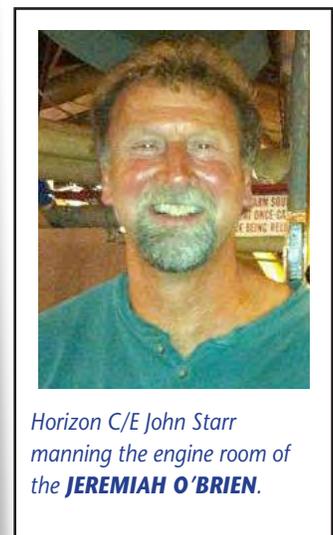
Reggie Lavelle superintendent for Hapag Lloyd U.S. flag vessels congratulates Fred Price C/E on the **ST LOUIS EXPRESS** upon completion of his last voyage.



Joining together at a Labor rally in Anchorage, AK are MM&P Vice President Mike Murray, AFL-CIO President Rich Trumka, MEBA Representative Ben Goldrich and MM&P Alaska Branch Agent Ron Bressette.



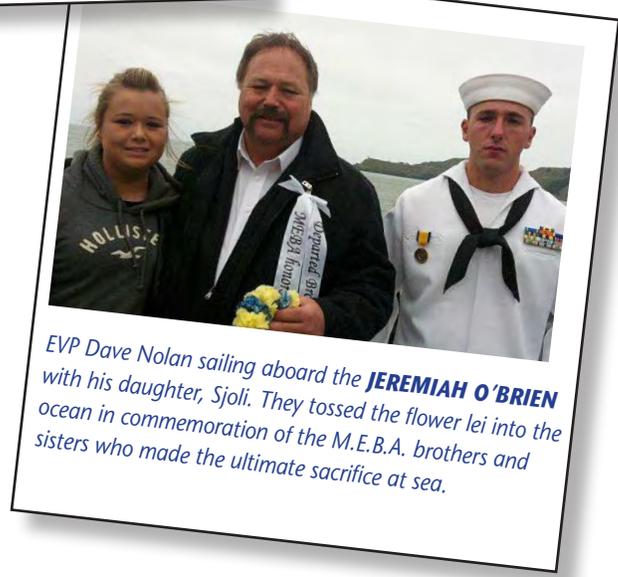
From left to right, Former GCVP Nick Hajdu and former dispatcher Ralph Amat. Ralph also worked as a shipbuilder at Avondale when the first LASH ships were built. He worked installing the rolling overhead cranes. He was hired and was granted his 3rd A/E license without having gone to sea because of his time on the LASH ships, where the cranes were notorious for breaking down. He ran classes for M.E.B.A. members on cranes in the union hall an later became Dispatcher.



Horizon C/E John Starr manning the engine room of the **JEREMIAH O'BRIEN**.



M.E.B.A. retirees Steve Silkotch and Jim Gillen pause to smile for the camera.



EVP Dave Nolan sailing aboard the **JEREMIAH O'BRIEN** with his daughter, Sjoli. They tossed the flower lei into the ocean in commemoration of the M.E.B.A. brothers and sisters who made the ultimate sacrifice at sea.

DANA ANTHONY SWEET

Dana Anthony Sweet passed away unexpectedly on September 8 at his home in Trappe, MD. Brother Sweet was 49 years old. Born in Connellsville, PA and raised in Bar Harbor, ME, Dana graduated from Mount Desert Island High School in 1981. He went on to attend the Calhoun M.E.B.A. Engineering School in Baltimore, MD. There he learned the trade of operating ocean-going vessels. As a cadet, he crossed the Equator for the first time and found a passion for the sea. Working summers on the Eastern Shore of Maryland, he met his future wife Carole Redden. He graduated in 1986, and after shipping out for the first time, he and Carole made Trappe their permanent home.

Brother Sweet sailed the seven seas on tankers, container ships and worked a stint at Diego Garcia with the United States Navy prepositioning cargo ships. He later acquired a health condition that forced him ashore. Rather than change careers, Dana began teaching a new generation of marine engineers at CMES. He went on to become the current President of the Calhoun Alumni Association and gave a great amount of his time to preserving the unity and fidelity of his fellow graduates.

In addition to his parents, he is survived by his wife Carole; sister, Teresa, and her husband David, and children Andrea and Rachel; his brother, William, and wife Kendra; his brother Lawrence, and wife Tracy; his sister Marcella, and children Dylan and Ella. Memorial contributions may be made to M.E.B.A. Merchant Marine Memorial Foundation, (MMMMF) P.O. Box 2443 Easton, MD 21601.

LARRY WILLIAM WARNER SR.



Larry Warner Sr. passed away on January 3, 2013, at the age of 69. He passed at Harbor Hospital in Baltimore, MD due to the complications of diabetes.

He was a resident of Joppa, MD.

Brother Warner served his country well as a U.S. Marine who served six years before receiving an honorable discharge in 1968. He went on to become a February 1977 M.E.B.A. Calhoun School Graduate of Group 52A. He was the First Phase Group 90 to pass the Life Boat Course in Easton, MD in 1974. Larry then sailed for nine years as a merchant engineer before going shoreside. He worked at the Baltimore Housing Authority HVAC Department and retired after 20 years. Larry will be missed by his classmates, he was a great roommate, classmate and person.

He enjoyed watching sports, including the Orioles, Ravens, Iron Birds and the old Baltimore Colts. He loved his family and liked to cook and vacation in Ocean City. He also loved playing cards, working crossword puzzles and eating chocolate. He had a passionate dislike for sales calls.

Mr. Warner is survived by his wife, Clara Warner; children, Leah Paige McIntyre, Larry William Warner Jr., and Erin VanNostrand (Richard); brother, Brenton Warner Sr.; and grandchildren, Austin, Alyson and Alayna VanNostrand. In addition to his parents, he was predeceased by his brother, Wilbur Warner and sisters, Rhoda Dinunzio and Betty Ruby. Donations may be made in his name to MedStar Harbor Hospital ICU Fund, 3001 South Hanover St., Baltimore, MD 21225.

HARVEY DAVIS WEST



Harvey West passed away on April 22, 2012, at the age of 89. He was a resident of Tomball, TX. His last days were spent surrounded

by his loving family members and his faithful dog, Noni.

Brother West was a veteran of the WWII, Korea and Vietnam Wars where he earned several medals, including the Merchant Marine Emblem, Atlantic War zone Bar, Mediterranean Middle East War zone

Bar, Pacific War zone Bar, Combat Bar, the Victory Medal, Honorable Service Button Vietnam Service Bar, and he received a Presidential Testimonial Letter signed by Harry S. Truman. Harvey joined the Army Transport Corp in 1943 and was honorably discharged from the United States Army in 1945. He remained in the Army Transport Services from 1946-1950 and served in the U.S. Merchant Marine from 1951-1969 where he sailed as a Chief Engineer of Steam Vessels.

He was a member of the Masonic Lodge and enjoyed spending his spare time fishing and gardening.

Harvey was preceded in death by his sons Harvey Davis West Jr. (Buddy), Larry Davis West and his wife Naomi Debruhl West; his parents; and his four siblings. He is survived by his children Judy L. Buck, Joan D. Bearden and husband, Jerry, and John R. West and wife, Michelle; his grandchildren, Brian Sides, David Buck, Jeffrey Bearden, Jacob West and Jaime Netterville; nine great grandchildren and many nieces, nephews, extended family and dear friends.

LEROY E. WHITLOW

Leroy Whitlow passed away on November 11, 2012, at the age of 74. He was a resident of Baltimore, MD. Brother Whitlow had a long and successful sailing career. He last worked as a third assistant engineer aboard the **KEYSTONE TEXAS** with Keystone Shipping, followed by working various night relief positions. He retired on June 1, 1998.





Get In The Game

401(K)OACH™

Our **401(K)OACH™** services offer strategic and tactical advice on your Employer Sponsored Retirement Savings Programs (i.e. 401(k), MPB, IRAP, 403(b), 457)

MAXIMIZE YOUR RETIREMENT THROUGH:

- ⇒ Review of Existing Plan Guidelines & Investment Options
- ⇒ Financial Risk / Objective Profiling
- ⇒ Plan Specific Investment Allocations
 - ⇒ Based on Your Risk / Objective Profile
- ⇒ Access to our Secure Website for Up-To-Date Retirement Plan Investment Models
 - ⇒ E-Mail Alerts for Recommended Investment Model Reallocations
- ⇒ Account Aggregation Services
 - ⇒ Secure, Convenient Access to a Complete View of Your Personal Finances and Investments
- ⇒ Client Education & Support
 - ⇒ Content Rich Website, E-Seminars, & Monthly Webcasts
 - ⇒ Experienced Advisory Team
 - ⇒ CFP® & CPA Professionals
 - ⇒ Administrative Support Staff

CALL (800) 465-7042

TO SETUP YOUR
FREE
INITIAL CONSULTATION

TO FIND OUT MORE VISIT
WWW.CFS4ME.COM

Disclosure: Securities and Advisory Services offered through Cetera Advisors LLC, member FINRA / SIPC. CFS is independent of Cetera Advisors LLC.



CHARTING A SECURE FUTURE

318 EAST MAIN STREET
SALISBURY, MD 21801
TOLL FREE: (800) 465-7042
E-MAIL: MENGBERG@CFS4ME.COM
WEB: [HTTP://WWW.CFS4ME.COM](http://WWW.CFS4ME.COM)



OUR TEAM



MARK E. ENGBERG, CFP®
CERTIFIED FINANCIAL PLANNER™



STEPHANIE P. BROWN, MBA
EXECUTIVE ADMINISTRATOR



MARITIME WEALTH
MANAGEMENT

The M.E.B.A. does not necessarily endorse the services of our advertisers.

M.E.B.A. DIRECTORY



Mike Jewell
President



Bill Van Loo
Secretary-Treasurer



Dave A. Nolan
Executive Vice
President



Chris Guerra
Atlantic Coast
Vice President



Jonathan M. Lincoln
Gulf Coast
Vice President

Headquarters

Mike Jewell, President
Bill Van Loo, Secretary-Treasurer
444 N. Capitol Street,
NW, Ste. 800
Washington, DC 20001
Office No. (202) 638-5355
Fax No. (202) 638-5369

M.E.B.A. Staff

George Davies, Legal Counsel
Mark S. Gallagher, Contracts
Eric C. Pittman, Sr., Comptroller
Matt Dwyer, Political Director

Government Fleet

Peter Schuffels
Cell: 757-513-7484
Office: 757-440-1820
pschuffels@mebaunion.org

Ports

Baltimore

Steve Jablonski, Branch Agent
1003 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 685-5353
Fax No. (410) 685-5355
baltimore@mebaunion.org

Boston

Robert Heanue, Representative
Marine Industrial Park
12 Channel Street, Ste. 606
Boston, MA 02210
Office No. (617) 261-2338
Fax No. (617) 261-2340
bheanue@mebaunion.org

Charleston

Jack McGinnis, Representative
4706-A Spruill Avenue
North Charleston, SC 29405
Office No. (843) 744-5088
Fax No. (843) 744-4979
jmcginnis@mebaunion.org

Cleveland

Greg Quintana, Representative
1250 Old River Rd.
3rd Floor
Cleveland, OH 44113
Office No. (216) 579-6322
Fax No. (216) 771-9829
cleveland@mebaunion.org

Honolulu

Luke Kaili, Representative
521 Ala Moana Blvd., Ste. 254
Honolulu, HI 96813
Office No. (808) 533-1910
Fax No. (808) 533-1911
Honolulu@mebaunion.org

Houston

Mike Dunklin, Branch Agent
Erin Bertram, Dispatcher/
Representative
316 Broadway
Houston, TX 77012
Office No. (713) 923-9424
Fax No. (713) 923-2749
Houston@mebaunion.org

Jacksonville

349 E. 20th Street
Jacksonville, FL 32206
Office No. (904) 765-6100
Fax No. (904) 765-4050
Jacksonville@mebaunion.org

Los Angeles/Wilmington

Richard Doherty, Branch Agent
John McElhone, Representative
Yvette Reed, Dispatcher
533 N. Marine Avenue
Wilmington, CA 90744-5527
Office No. (310) 548-7358
Fax No. (310) 984-1409
Plans No. (310) 547-1264
losangeles@mebaunion.org

New Orleans

Jonathan M. Lincoln,
Gulf Coast V.P.
Wilson Johns, Patrolman
811 Carondelet Street
New Orleans, LA 70130-3707
Office No. (504) 523-1884
Fax No. (504) 523-6911
Plans No. (504) 523-5542
neworleans@mebaunion.org

New York/New Jersey

Chris Guerra, Atlantic Coast V.P.
Richard Adams, Patrolman
Mike O'Toole, Ferry Representative
Sharon Van Geldren, Dispatcher
37 Edward Hart Drive
Jersey City, NJ 07305
Office No. (201) 433-7700
Fax No. (201) 433-7959
Plans No. (201) 433-8286
newyork@mebaunion.org

Norfolk

Peter Schuffels, Representative
6325 North Center Drive
Suite 100
Norfolk, VA 23502
Office No. (757) 440-1820
Hallway No. (757) 489-4126
Fax No. (757) 489-4126
Plans No. (757) 440-2427
norfolk@mebaunion.org

Oakland

Dave A. Nolan, Executive V.P.
Joseph Brooke, Representative
Kathy McCurdy, Dispatcher
548 Thomas L. Berkley Way
Oakland, CA 94612
Office No. (510) 291-4912
Dispatcher No. (510) 291-4917
Fax No. (510) 835-0384
sanfrancisco@mebaunion.org

San Juan

"1959" Building Center
1959 Loiza Street, Ste. 200
San Juan, PR 00911
Office No. (787) 724-3600
Fax No. (787) 723-4494

Seattle

Dave Nashif, Branch Agent
Jeff Duncan, Patrolman
T.W. (Bill) Knowlton,
WSF Representative
Kirsten Wilhelm, Dispatcher
5527 Airport Way South, Ste. 101
Seattle, WA 98108
Office No. (206) 762-0803
Fax No. (206) 762-6163
Plans No. (206) 767-1955
Plans Fax No. (206) 767-1973
seattle@mebaunion.org

Tampa

Greg Quintana, Representative
Travis Perry, Dispatcher
4333 South 50th Street
Tampa, FL 33619
Office No. (813) 247-7223
Fax No. (813) 247-6297
tampa@mebaunion.org

M.E.B.A. DIVISIONS City & Borough of Juneau (CBJ)

Ben Goldrich, Representative
229 Fourth Street
Juneau, AK 99801
Office No. (907) 586-6040
Fax No. (907) 586-8216
alaska@mebaunion.org

Professional, Office & Industrial Division (POID)

April Fleischer
400 Inverness Parkway #200
Englewood, CO 80112
Office No. (720) 283-1568
Fax No. (720) 283-1569
poind@mebaunion.org

24 M.E.B.A. HOTLINE
1-888-519-0018

M.E.B.A. PLANS

M.E.B.A. Benefit Plans

Allen R. Szymczak, Administrator
1007 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 547-9111
Fax No. (410) 385-1813
Toll Free No. (800) 811-6322

TRAINING

Calhoon MEBA

Engineering School

Chuck Eser, Interim Director
27050 St. Michaels Road
Easton, MD 21601
Office No. (410) 822-9600
Fax No. (410) 822-7220
info@mebaschool.org

Diagnostic Centers

Baltimore

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

San Francisco/Oakland

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

M.E.B.A. Affiliates

Association for Los Angeles

Deputy Sheriffs (ALADS)

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

California Association of Professional Employees (CAPE)

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

Los Angeles County Lifeguard Association (LACoLA)

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

Municipal Construction

Inspectors Association (MCIA)

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

National Federation of Public and Private Employees (NFOPAPE)

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

Professional Aviation Safety Specialists (PASS)

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

Unión de Ingenieros Marinos (U.I.M.) – Panama

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

AMERICAN MARITIME CONGRESS (AMC)

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

INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF)

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



While taking a class at the Calhoun M.E.B.A. Engineering School, M.E.B.A. member Irene Mason drove up to Long Island, NY to bring gas and supplies to friends in need who had just lost their home to Superstorm Sandy. Mason, a Hurricane Katrina survivor, showed great generosity and is a shining example of charity and compassion.



M.E.B.A. retiree Tom Lilley and Norfolk/ Government Fleet Rep. Peter Schuffels arrive to work in style.



Hard at work in the machine shop aboard the **MV SULPHUR ENTERPRISE** are 3rd A/E David May, 2nd A/E Mark Johnson, C/E Scott Carpenter, and 1st A/E Brian Conroy.



On a visit to the **ALASKAN FRONTIER** during a port stay, LA Branch Agent Rich Doherty met with the M.E.B.A. members. Pictured from left to right are 1st A/E Al St. John, C/E Robb Sasso, 1st A/E Mark Resleff, 1st A/E Dustin Cyr, 2nd A/E Colin Gold, and 3rd A/E Andrew Christiansen.