

M.E.B.A.

# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)  
4th Quarter 2015 / 1st Quarter 2016



**M.E.B.A.  
Helps Shepherd  
MSP into  
Safe Harbor**

**MEBA  
AFL-CIO**



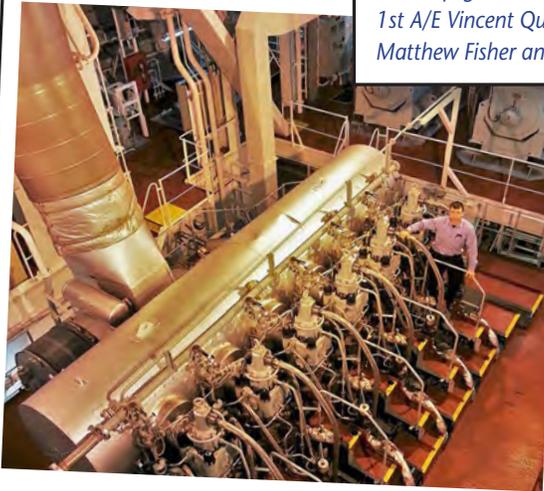
## Faces around the Fleet



Engine officers honoring the MAERSK ALABAMA with a pig roast upon the occasion of the ship's final voyage under U.S.-flag. From left to right are 1st A/E Vincent Quinones, 3rd A/E Erik Gilbert, C/E Matthew Fisher and 2nd A/E Niko Reyer.



1st A/E Colin Gold was greeted by his family at Houston's Barbours Cut terminal after getting relieved from the MAERSK DETROIT. He's seen here with wife Katie and 3 kids - Emmeline, Colin and Charlotte.



2nd A/E Tom Trousdel aboard the OVERSEAS CHINOOK. Tom is standing on the head level in the engine room of the shuttle tanker which is managed by OSG.



M.E.B.A. Captain Darin Huggins on his ship the USNS WATERS. The Navigation Test Support vessel, operated by Patriot for the Military Sealift Command, was getting set to depart Port Angeles, WA.

## On the Cover:

Intensive efforts by the M.E.B.A., along with the American Maritime Congress and maritime allies, helped authorize crucial additional funding for the Maritime Security Program. The more meaningful budget should help maintain a U.S.-flag presence in the international trades for the next six years and provide vital support for national security interests. M.E.B.A.'s Political Action Fund should also be credited for this important win. In the photo, Oakland Patrolman Christian Yuhas is at the Outer Harbor in Oakland to visit a ship.

## Marine Officer

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

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



# Message from the President

## M.E.B.A. Representation & Benefit Plans

When becoming a Union member you have a right to expect your dues are spent appropriately and focused on priorities. In the case of the M.E.B.A. and as stated in our National Constitution:

*“ARTICLE TWO, Objects and Jurisdiction, Section 1. The objects and purposes of this Association shall be to elevate and maintain the rights and advance and safeguard the economic and working conditions of its members and otherwise labor for their better protection and advancement. To these ends, the Association encourages and authorizes the support, both by its affiliates and members, financially and otherwise, of social, civic, and charitable, educational and political activities and participants.”*

In 1986 I made application to the M.E.B.A. and have been paying dues now for 30 years. When I graduated from college my immediate goal was to join the M.E.B.A. for a number of reasons:

- 1.) M.E.B.A. opens doors to work opportunities with numerous employers.
- 2.) M.E.B.A. provides contractual, legal and political representation.
- 3.) M.E.B.A. provides Benefit Plans for Pension, Medical, Vacation and Training.

The M.E.B.A. has a diverse membership, located around the country and the world. While our members have a high level of knowledge, training, skills and experience, it is apparent there are some in our Union who are misinformed about our Union's organization, our M.E.B.A. Plans, the benefits they provide and lastly, the distinction between the two.

I think it's important to remind all M.E.B.A. members and applicants of what the Union provides, with regards to representation and benefits, in return for the dues we all pay into our treasury.

**M.E.B.A Headquarters in Washington DC** - Our HQ plays a significant role working on behalf of the membership to ensure that our job base and industry survive. Many of us certainly don't need to be reminded of the fact our industry has experienced a steady decline over the years. Those working in the industry for a number of years have had front row seats. While our Union has not always been 100% successful when battling against the decline of our industry, our job base would most certainly be in a worse state without our existence.

The M.E.B.A.'s presence in Washington, DC is not by happenstance, but as with other unions has been part of a strategy to ensure our Union's voice would be heard with the strongest impact on Capitol Hill. Past President Jesse Calhoun had the foresight to advocate for the purchase of the "Hall of the States" building at 444 North Capitol St. in late 1976 by the M.E.B.A. Pension Plan – and that is where our M.E.B.A. Headquarters has been ever since.

The Union rents our HQ office space from our Pension Plan Trust and is the workplace for elected officials and staff that includes the President, Secretary-Treasurer, Legal, Contracts and Political representatives, Membership, Communications, I.T. and Accounting Departments and other necessary M.E.B.A. staff. In addition, the M.E.B.A. HQ subtlets to the American Maritime Congress (AMC), a non-profit educational and research group representing the Union as well as M.E.B.A.-contracted U.S.-flag vessel operating companies in the international and domestic trades.

**Political Action Fund** - On the political front, while AMC is an educational office, they cannot lobby for our Union. That is where our legislative efforts and Political Action Fund (PAF) becomes important. Our Government Affairs Director Matt Dwyer is a registered lobbyist, and along with the other maritime union lobbyists, works to keep our issues front and center with decision makers in Washington, DC. When you are asked to contribute to the M.E.B.A. PAF from your wages, you should know those contributions, along with the collective lobbying efforts of all the maritime unions, act to benefit our industry and our job base. PAF dollars are only used to help elect Members of Congress who support the US Merchant Marine.

Our hard work has paid off with regard to the recent Maritime Security Program (MSP) stipend increases, but these achievements did not materialize without months of effective groundwork and education from many. To a large degree, the MSP increases are the result of the collective political and legislative efforts of the maritime unions, which includes the efforts of the M.E.B.A. in Washington, DC.

**Union Branch Offices and Hiring Halls** - In addition to HQ, the M.E.B.A. provides Union hiring halls strategically located in close proximity to ports around the country and manned by elected Union officials and/or representatives.

*continued on page 2*

## President's Message continued

Your Union dues pay for HQ operation, along with Union hall operation and personnel to an extent. The Joint Employment Committee (JEC), which receives contributions from our negotiated contracts, also pays for a portion of the hiring hall expenses to cover operation and maintenance.

The M.E.B.A. owns our hiring halls in Jersey City, NJ, Tampa, FL, New Orleans, LA, Houston, TX, Oakland, CA and Seattle, WA. In addition, we share space and rent with the International Organization of Masters, Mates & Pilots (IOMM&P) at Union halls in Boston, MA, Norfolk, VA, Jacksonville, FL, Tampa, FL, Los Angeles, CA, Oakland, CA and Cleveland, OH. We also have hiring halls in Baltimore, MD, Charleston, SC and Honolulu, HI.

**Representation** - Union representation comes in many forms, i.e. contractual, legal, political, etc. It should be said that there is a lot of work accomplished behind the scenes to represent our members. Members may think solely of contracts and negotiations, but contract grievances are considerably important when it comes to contract disputes that may affect all members in a particular bargaining unit or under a long standing CBA. Legal representation is extremely important and necessary when dealing with contract language interpretation, jurisdiction and the myriad of other issues.

After Headquarters and Union hall operational costs, Union officials, representatives and staff personnel costs, our next largest cost is for legal expenses. It goes without saying without standing up for what past and present M.E.B.A. members have earned and worked for over the years there is much we stand to lose. If necessary, the M.E.B.A. will utilize arbitration to enforce our contractual rights, but this does not come without legal expense.

The M.E.B.A. has a finite amount of resources and has to allocate those resources on a priority basis. Therefore the Union must make choices with respect to the utilization of our officials, representatives and staff we employ when representing our membership. If there are any services provided to our membership that are underestimated or underappreciated, it is the work done to represent the Union and our members contractually, legally and politically.

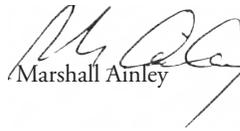
## M.E.B.A. Plans – Pension, Medical, Vacation, Training

- Our M.E.B.A. Plans is a distinct and separate entity from our Union's operation. The funding for our M.E.B.A. Plans comes directly from contributions through our Collective Bargaining Agreements and are a component of total labor cost (TLC). Increases in contributions to our Plans, whether Pension, Money Purchase Benefit, Medical, Vacation, Training or the JEC and AMC accounts, must be negotiated. The Plan Trusts and other accounts are administered by the Plans Administrator and staff at M.E.B.A. Plans offices in Baltimore, MD. Plans staff are assigned and responsible for various functions under each separate Plan Trust. There are also Training Plan personnel at the Calhoun M.E.B.A. Engineering School as well as Vacation Plan offices and personnel in a number of our outposts.

The M.E.B.A. Plans also employs legal counsel, USCG legal aid, actuaries, accountants and financial consultants to ensure compliance with our collective bargaining agreements and the law. The Plans are overseen by a Board of Trustees which is comprised of 6 Union officials and 6 employers. The M.E.B.A. Plans can also be contacted in writing, via telephone or e-mail.

I believe there needs to be more understanding of the stated purpose of our Union's organization and our M.E.B.A. Plans. More importantly I don't believe all are aware of the services and benefits provided to our members. I recommend and encourage all to be proactive and take the time to learn more about our Union's organization, our contracts, our M.E.B.A. Plans and what they provide so we will remain strong as an association. The word "association" by definition is *"an organization of people with a common purpose and having a formal structure."* In order to make our Union work most effectively and efficiently for all, our membership needs to be continually educated about our association and our common purpose.

Fraternally,

  
Marshall Ainley



Members aboard the MAERSK ATLANTA keep the engine room on the MSP containership purring. Left to right are 3rd A/E Kenneth Nilsen, C/E Mike Ryan, 1st A/E Louis Lincoln and 2nd A/E Mark Gimle.



# Porthole on Washington

**Matt Dwyer**  
*Political Director, M.E.B.A.*

Reading M.E.B.A. legislative columns, while obviously entertaining, can be a bit predictable. Whether it's the latest attack on the Jones Act or proposed reductions to various cargo preference programs, defensive actions have played a prominent role in recent years' strategy. The Union's legislative team reports extensively on efforts to combat attacks against programs that support the U.S.-flag Merchant Marine. Fortunately, this column is different.

2015 started as business-as-usual on Capitol Hill for the maritime industry. The Export-Import Bank was without an authorization and unable to make loans, opponents of in-kind U.S.-flag shipped food aid continued their efforts and Senator John McCain kicked off the year with an aggressive attack on the Jones Act. While the Union, in conjunction with other industry players, was ultimately successful on these fronts, we understood that defense was not enough. Cargo levels have dropped in almost every sector. The decline in the military's overseas operations coupled with waning cargo preference cargoes caused a number of operators to re-flag ships. Further, the long-term viability of the Maritime Security Program (MSP) was called into question. The program's payment level did not account for operating realities prompting some ship operators to consider the reflag of their MSP vessels.

The M.E.B.A. immediately went on the offensive by targeting an increase in the MSP while concurrently playing defense. Ensuring stability in the MSP, the bedrock program for the U.S.-flag international fleet, was the top priority. Fortunately, the Union has taken every opportunity to educate policymakers on the MSP. As part of the maritime legislative trifecta (along with cargo preference and the Jones Act), Members of Congress and their staffs were familiarized with the program and its importance to the U.S.-flag fleet and military readiness. The amount of \$5 million per ship (a 61% increase) was identified and the M.E.B.A. legislative team immediately began working with key policymakers.

Raising funding for programs is a difficult task in any year but it is particularly challenging when Congress is facing budget cuts across the board. Stressing the importance to national security, strong M.E.B.A. allies were able to insert a stopgap measure into the National Defense Authorization Act that increased the FY 2016 payment from \$3.1 to \$3.5 million. Due to the strong advocacy and efforts of Congressmen Duncan Hunter (R-CA) and John Garamendi (D-CA) among others, this change was realized and every MSP ship owner is currently enjoying the benefits – an

improbable feat without the exhaustive efforts of the maritime unions.

In addressing the increase to \$5 million, the M.E.B.A. legislative team conducted a full court press on Capitol Hill. Justifying such a significant increase (and a corresponding "pay-for") coupled with a lack of Congressional action bump made for an uphill battle. We consulted with friendly Members of Congress and their staffs and encouraged them to proceed in any way possible. Ultimately, we were able to achieve the increase in the end-of-year government funding bill. Congressional leaders prefer to pass these "Omnibus" funding bills without changing program authorizations. Due to the hard work and education conducted by the M.E.B.A. in conjunction with the other unions, Congressional maritime champions were able to advocate for an exception.

The following Members of Congress deserve a heartfelt thank you from the M.E.B.A. and its members: Senators Barbara Mikulski (D-MD), David Vitter (R-LA), Mazie Hirono (D-HI), Brian Schatz (D-HI), Cory Booker (D-NJ) and Congressmen Duncan Hunter (R-CA), John Garamendi (D-CA), Hal Rogers (R-KY), Steny Hoyer (D-MD), John Boehner (now retired R-OH), Nancy Pelosi (D-CA), Paul Ryan (R-WI), Joe Barton (R-TX), Gene Green (D-TX), Elijah Cummings (D-MD), Sean Patrick Maloney (D-NY), and many others who supported the industry along the way.

Key to the M.E.B.A.'s success on Capitol Hill is a well-funded Political Action Fund (PAF). When the Union decides to support a campaign, it does so after significant deliberation and analysis of Congressional candidates' support of the U.S. Merchant Marine. Quite simply, the M.E.B.A. supports those who are committed to ensuring the employment and livelihood of our Union members. We do not take into account issues other than their support for an industry that employs the men and women that we represent.

Without government programs like the MSP, cargo preference, and the Jones Act, our members are left on the beach and the medical and pension plans supporting our members and retirees dry up. The more contributions we're able to make and the more maritime friendly candidates we're able to support – the more we're able to strengthen the voice of the U.S. Merchant Marine on Capitol Hill.

Please consider strengthening your commitment to the PAF and, as always, if you have questions please reach out to Bill Van Loo or Matt Dwyer at M.E.B.A. Headquarters.

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**Meeting  
Schedule**

Port	February	March	April
Boston	Mon. 8	Mon. 7	Mon. 4
Calhoun School	Tues. 9	Tues. 8	Tues. 5
Charleston	Tues. 9	Tues. 8	Tues. 5
Honolulu	Fri. 12	Fri. 11	Fri. 8
Houston	Tues. 9	Tues. 8	Tues. 5
Jacksonville	Wed. 10	Wed. 9	Wed. 6
L.A. (Wilmington)	Thurs. 11	Thurs. 10	Thurs. 7
New Orleans	Wed. 10	Wed. 9	Wed. 6
New York (New Jersey)	Thurs. 11	Thurs. 10	Thurs. 7
Norfolk	Thurs. 11	Thurs. 10	Thurs. 7
San Francisco (Oakland)	Tues. 9	Tues. 8	Tues. 5
Seattle	Mon. 8	Mon. 7	Mon. 4
Tampa	Thurs. 11	Thurs. 10	Thurs. 7

Commemorating the 140th anniversary of the Marine Engineers' Beneficial Association.



*Sen. Barbara Mikulski (D-MD)*

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IN THE SENATE OF THE UNITED STATES

DECEMBER 9, 2015

MS. MIKULSKI SUBMITTED THE FOLLOWING RESOLUTION; WHICH WAS REFERRED  
TO THE COMMITTEE ON HEALTH, EDUCATION, LABOR, AND PENSIONS

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**RESOLUTION**

Commemorating the 140th anniversary of the Marine Engineers' Beneficial Association.

Whereas the Marine Engineers' Beneficial Association (in this preamble referred to as the "M.E.B.A.") was founded in 1875 and is the oldest maritime union in the United States;

Whereas, soon after the founding of the M.E.B.A., the

M.E.B.A. battled for beneficial legislation to certify, license, and protect waterborne engineers;

Whereas the M.E.B.A. prevailed in securing deck and engine officers of the United States aboard flagships of the United States, displacing foreign seamen;

Whereas, since 1875, the M.E.B.A. has been the premier maritime labor union for the officers of the United States Merchant Marine;

Whereas the members of the M.E.B.A., including thousands of marine engine and deck officers, are unparalleled in maritime training and experience;

Whereas M.E.B.A. members crew the most technologically advanced ships in the flag fleet of the United States, including container ships, tankers, Great Lakes and liquefied natural gas vessels, and a cruise ship;

Whereas M.E.B.A. members sail aboard Government-contracted ships of the Military Sealift Command of the United States Navy and the Ready Reserve Force of the Maritime Administration, on tugs and ferry fleets around the United States, and in various capacities in shoreside industries;

Whereas M.E.B.A. members provide critical support to the United States by carrying cargo to aid the Armed Forces of the United States in overseas conflicts;

Whereas, during Operation Iraqi Freedom, the commercial, privately owned fleet, crewed by civilians of the United States, carried more than 85 percent of the materials and equipment needed by the United States and the allies of the United States to achieve victory;

Whereas, since 1875, M.E.B.A. members have served in every conflict and war in which the United States has been involved, including the Spanish-American War, World Wars I and II, Operation Enduring Freedom, and Operation Iraqi Freedom;

Whereas the M.E.B.A. brings critical food aid to starving people in Ethiopia, Somalia, and dozens of other countries around the world;

Whereas, as the people of the United States watched the tragedy of September 11, 2001, unfold, members of the M.E.B.A. ferried thousands of people to safety in New York;

Whereas, during the aftermath of Hurricanes Katrina and Rita, the tsunami in Southeast Asia, and countless other disasters, the M.E.B.A. was there with the professionalism, pride, and patriotism that has long been the hallmark of mariners of the United States;

Whereas the M.E.B.A. has its own maritime training center, the Calhoun M.E.B.A. Engineering School in Easton, Maryland, which keeps seafaring members on the cutting edge of the industry; and

Whereas the Calhoun M.E.B.A. Engineering School was originally located in Baltimore because of the rich maritime tradition in that city but later moved to the Eastern Shore of Maryland when the school needed to expand: Now, therefore, be it

*Resolved*, That the Senate commemorates the 140th anniversary of the Marine Engineers' Beneficial Association.



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## **At Anchor: Recent Retirees** **Shifting into Reduced Operating Status**

Bruce A. Allmond

Glenn E. Buettner

David Bisbee

David L. Book

Frances H. Bowman

James M. Burnette

Daniel Demerse

Robert C. Desimone

John Durrant

Rolando R. Gumanas

Keldon D. Hall

Bruce J. Huntington

Randolph T. Jackson

Ty A. Keimig

Daniel Kelley

Kevin P. Kelly

Stephen E. Max

Donald S. McKenzie

Susan Montague

Donald A. Mullett

Robert E. Ohler

Prescott S. Payne

John E. Persson

Richard R. Sansom

Paul G. Smith

Edward Wiessmeyer

# Day on the Hill: U.S. Shipping Battles for Survival

Shut out from a pair of recent Congressional hearings where a series of one-sided witnesses argued for Food Aid Reform without regard to the maritime industry, U.S. shipping got its turn at bat at a hearing in late November. Two panels of witnesses informed lawmakers at a joint subcommittee hearing that haphazard efforts to alter the PL-480 Food for Peace program could have dire repercussions for national security.

The hearing was staged by the Agriculture Committee's Livestock and Foreign Agriculture Subcommittee along with the Transportation & Infrastructure Committee's Coast Guard and Maritime Transportation Subcommittee. It explored the intersection of food aid carriage and sealift readiness, with a particular emphasis on benefits derived from the Maritime Security Program (MSP) and cargo preference statutes.

M.E.B.A.'s views on the matter were represented both by the testimony of USA Maritime – as delivered by American Maritime Congress President James Caponiti as well as joint union testimony (M.E.B.A., SIU, MM&P & AMO) delivered by SIU Legislative Director Brian Schoeneman. In addition, witnesses included the Assistant Secretary of Defense for Logistics & Materiel Readiness David Berteau, Maritime Administrator Chip Jaenichen, Liberty Maritime President Phil Shapiro and Hapag-Lloyd USA President Capt. John Murray.

This hearing was less focused on the theatrics that characterized past food aid reform hearings that paraded out witnesses calling for a more acute reliance on cash-based aid. Instead, the hearing was better grounded in reality as witnesses delivered the message that well-intentioned food aid reformers attempting to run roughshod over the program would help capsize U.S.-flag shipping and undercut national security.

Agriculture Subcommittee Chairman David Rouzer (R-NC) admitted to being perplexed at the USAID's push for a cash-based system. He bemoaned the wedge being driven between the agriculture and maritime communities. He stressed his belief that U.S.-flag ships are crucial for national security operations and that the availability of U.S. mariners are directly affected and just as important.

Rep. Duncan Hunter (R-CA), who chairs the Coast Guard and Maritime Transportation Subcommittee said, "It's about national security." He called P.L.-480 a way to support our U.S.-flag fleet without spending the projected \$65 billion it would take to replicate the national security capabilities of the privately owned U.S.-flag commercial fleet. "To remain



***At a joint Congressional hearing witnesses delivered the message that well-intentioned food aid reformers attempting to run roughshod over the program would help capsize U.S.-flag shipping and undercut national security. The hearing's second panel in the photo included (front to back) American Maritime Congress President James Caponiti (on behalf of USA Maritime), Liberty President Phil Shapiro, Hapag-Lloyd USA President Capt. John Murray and SIU Legislative Director Brian Schoeneman (on behalf of SIU, M.E.B.A., MM&P and AMO).***

a world power with the ability to defend ourselves and our allies, it is critical that we maintain a robust fleet of U.S.-flag commercial vessels to carry much needed supplies to the battlefield," he said. In addition, he stressed the importance of "food aid to countries in need, a large cadre of skilled American mariners to crew those vessels, and a strong shipyard industrial base to ensure we have the capability to build and replenish our naval forces in times of war... There is never going to be a time when we won't need a strong U.S.-flag fleet to support our national security."

While Berteau testified that the DOD relies on the U.S. Merchant Marine "as a key element of its readiness to perform all of its national security mission," Jaenichen notified Members that – at this point in time – there are just enough ships and mariners to meet an initial sealift surge – but not enough to sustain crewing requirements for an extended activation. The DOD witness also admitted he was "uncomfortable" with the amount of ships available and the number of qualified mariners.

*continued on page 8*

## Day on the Hill continued

Around the horn, Members at the hearing, in both Agriculture and Coast Guard/Maritime Subcommittees, vocalized their understanding of the vital importance of a strong U.S.-flag fleet and the requisite mariners. Witness after witness equated the U.S. fleet's downturn with diminishing streams of cargo exacerbated by the drawdown of peacetime forces overseas. Members peppered them with questions scouring for solutions to help reinforce the industry. Caponiti and other witnesses called for strengthened support for the industry through better-enforced cargo preference laws, a more robust MSP and a PL-480 program that keeps U.S. ships in play. The AMC President noted that such "statutes and programs should... be supported by all Federal agencies to ensure that taxpayer dollars are spent at least in part to support U.S.-flag shipping and not spent in their entirety to support foreign-flag shipping and foreign crews."

Capt. Murray admitted that U.S. regulations and standards that foreign-flag ships don't adhere to have rendered U.S. vessels more expensive than their foreign counterparts. Thus the balance has to be made up by cargo assisted by the strengthening of our preference laws, he noted. Caponiti paralleled that line of thinking by declaring, "We're competing against the lowest common denominator...our foreign competitors don't share our standards."

Shapiro praised the Food Aid program telling Members that it's hard to find a Government program that "has achieved

so much for so long with so little." He noted, though, that declining cargo preference volumes have put the current U.S. fleet "in mortal danger." Schoeneman pointed out that PL-480 has always been more than just a foreign assistance program and that it is "critical that we do not allow the Food Aid reform community to accomplish what the Royal Navy could not do in the Revolution, what German submarines could not do during World War II, and what pirates off Africa could not do in 2009."

Administrator Jaenichen once again discussed the future release of his agency's "National Maritime Strategy." The NMS is a forthcoming plan to improve the competitiveness of the U.S.-flag fleet, reduce regulatory burdens, increase the use of short sea shipping and enhance U.S. shipbuilding capacity. The Administrator indicated that the NMS is still within the grip of the Office of Management and Budget, and he is hoping for its spring 2016 debut when it would be submitted for public comment.

Congressman John Garamendi (D-CA) informed the hearing that he and Chairman Hunter are working on new legislation to better fortify U.S. shipping and those efforts should result in a bill ready for primetime in early 2016.

Rep. Elijah Cummings (D-MD) lamented that Congress has not been forceful enough in stemming the continued decline of the U.S. Merchant Marine and asked, "As a nation, are we resigned to see our U.S. fleet sail away and be dependent on foreign vessels?"



# RRF Ship Manager Contracts

In an announcement made in late January, three M.E.B.A.-contracted companies were awarded Maritime Administration contracts to operate, crew and maintain 21 of the 46 vessels in the newly scaled-back Ready Reserve Force (RRF).

Keystone will continue to manage 11 vessels in the program, Patriot increases its participation with 7 ships and Matson Navigation reemerges as an RRF ship manager with its award for the operation of 3 vessels. Marine Transport Lines, which had been operating 6 RRF vessels, will not be included in the program. MTL had been part of the MarAd National Defense Reserve Fleet program since its inception in the late 1980s.

The ship awards include four-year base contracts with two two-year option periods. Contracts will be extended through 2024 if all options are exercised.

A \$30 million budget cut prompted changes in the program that reduced labor aboard the vessels affecting licensed and unlicensed unions. Options for MarAd included shrinking the number of RRF vessels. But they ultimately implemented reduced crewing to make up for the budget cut. The MarAd contracts are funded by the Navy's National Defense Sealift Fund.

M.E.B.A. picked up a net gain of one vessel overall. However, the loss of M.E.B.A. deck billets following the award, coupled with MarAd's removal of an engineer position on a number of ships in the program (while in Reduced Operating Status) helped account for 10 fewer M.E.B.A. billets than the previous RRF contract awards. Unlicensed positions were also compromised to make up for the budget cut.

As members know, the 46 vessels in the RRF are berthed at strategic locations around the country to help enable the rapid mass movement of Department of Defense (DOD) equipment and supplies in times of national and humanitarian emergencies. Each vessel in the fleet remains in a state of readiness so that an activation (with full crews aboard) can be achieved quickly. The vessels have been activated hundreds of times in the last dozen years.

## RRF Contracts Awarded in January 2016

### Keystone Shipping Services – 11 vessels

#### Charleston, SC

MV CAPE DUCATO – RO/RO  
MV CAPE EDMONT – RO/RO  
MV CAPE DIAMOND – RO/RO  
MV CAPE DOUGLAS – RO/RO  
MV CAPE DOMINGO – RO/RO  
MV CAPE DECISION – RO/RO

#### Portsmouth, VA

MV CAPE RACE – RO/RO  
MV CAPE RAY – RO/RO  
MV CAPE RISE – RO/RO

#### New Orleans, LA

MV CAPE KENNEDY – RO/RO  
MV CAPE KNOX – RO/RO

### Matson Navigation Company, Inc. - 3 vessels

#### Alameda, CA

MV CAPE HENRY – RO/RO

#### San Francisco, CA

MV CAPE HORN – RO/RO  
MV CAPE HUDSON – RO/RO

### Patriot Contract Services, LLC - 7 vessels

#### Beaumont, TX

MV CAPE TAYLOR – RO/RO  
MV CAPE TEXAS – RO/RO  
MV CAPE TRINITY – RO/RO  
MV CAPE VICTORY – RO/RO  
MV CAPE VINCENT – RO/RO

#### Alameda, CA

GTS ADM. WM. M. CALLAGHAN – RO/RO  
MV CAPE ORLANDO – RO/RO

# Political Action Fund Honor Roll



Perennial Jones Act opponent Senator John McCain (R-AZ) said it best in late 2014 after M.E.B.A. and others were able to stymie another of his attempts to compromise U.S.-flag shipping: "...I have to tell you, the power of this maritime lobby is as powerful as anybody or any organization I have run up against in my political career."

That's because our Union retains a laser-like focus and remains tenacious in battle against any attacks on U.S. shipping. We know that one successful strike against our industry emanating from Congress could deal a deathblow to U.S. mariner jobs.

M.E.B.A.'s Political Action Fund Chairman Bill Van Loo has pointed out that, "We can't afford to let our industry become anonymous in the halls of Congress. Without their support, our livelihoods could be legislated out of existence."

Power players in Washington D.C. respond to money. Every dollar contributed to our Political Action Fund is used to build resolve against proposals to compromise our industry while reinforcing those who work toward the advancement of U.S.-flag shipping and the promotion of policies protecting our membership.

Our legislative team, working in tandem with other unions and pro-shipping proponents, drove the point home in 2015 when our efforts – buttressed by the P.A.F. – helped pull off a big win for the Maritime Security Program. As you've read in this issue, the government recently authorized a more meaningful budget for the MSP going forward which should help retain U.S.-flag ships that were perilously close to going

foreign-flag. Hard work to win support for preference cargo such as that reserved for the Export-Import Bank also paid off, as well as efforts to combat unrelenting attacks on the Jones Act.

Our members and retirees who contribute to the P.A.F. understand how vital the Fund is to the heartbeat of the M.E.B.A. If the U.S. Merchant Marine is to continue to be viable, we need greater P.A.F. participation from our membership.

Without a strong P.A.F., we lose our voice when laws are made. Uneducated lawmakers will then sound the deathknell for American mariners, and the carriage of critical national-interest cargo will be forfeited to foreign mariners and overseas interests.

Call or visit an M.E.B.A. Union hall or office to contribute to this crucial cause. You can also enroll in the member payment portal (accessed from [www.mebaunion.org](http://www.mebaunion.org)) and make a contribution electronically.

Below is a list of active and retired members who understand the importance of the M.E.B.A.'s Political Action Fund and supported it during Calendar Year 2015. Those who contribute to the PAF this year (during Calendar Year 2016) will be listed in the *Marine Officer* a year from now. The list is broken down into four categories and members and retirees are listed alphabetically within each grouping.



## Order of Magellan (\$1,000 to \$2,100)

Ainley, Marshall  
Bertram, Erin  
Burke, Tracy  
Campbell, Steven  
Chapman, David  
Crifasi, Frank  
Cross, Kevin  
Duncan, Jeffrey  
Gilbert, Erik  
Guerra, Christopher  
Lilledahl, Hans  
Martin, Richard  
Marvin, Theodore  
McDermott, Bradford  
Mullett, Donald  
Nolan, James  
O'Callaghan, Michael  
Olsen, Frederick  
Rouse, Rilynn  
Shulick, Matthew  
Sipes, Truman  
Sistrunk, Phillip  
Swift, Christopher  
Thomas, William  
Van Loo, Bill



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

Asupan, Rene  
Booth, Jeffrey  
Cobo, Jeremy  
Dengel, Joseph J.  
Dewhirst, Thomas  
Donovan, Michael  
Dunklin, Mike  
Engberg, Mark  
Farrell, William  
Ferrell, Edward  
Fitzgerald, David  
Francis, Joe  
Gallagher, Mark S.  
Galle, Matthew  
Galvin, Paul  
Goldrich, Benjamin  
Gould, Eric  
Greenig, George  
Guccione, John  
Hanson, Mark  
Jany, Timothy  
Jenkins, Darel  
Johns, Wilson  
Joyce, Kyle  
Knowles, Joshua  
Lackey, James

Lacour, Charles  
Larrabee, Benjamin  
Laws, Robert  
Legge, Paul  
Lincoln, Jonathan  
Lipinski, James  
Long, John  
Lund, Sonja  
Martens, Robert  
Martykan, Michael  
McCaney, William  
McClintock, Scot  
McElhone, John  
McGuire, Robert  
McPherson, Jonathan  
Michalski, Frank  
Miles, Terry  
Morton, Timothy  
Moss, Kevin  
Murphy, Daniel  
Myers, Hugh  
Nardone, Christopher  
Nashif, David  
Norval, Charles  
O'Leary, Dennis  
O'Neal, Louie  
Patten, Brian  
Perry, Michael

Poor, George  
Raab, Timothy  
Roccasalva, Angelo  
Sanders, Samuel  
Schmeltz, Herbert  
Scott, David  
Seidman, Isaac  
Seifert, Fred  
Sermoneta, Nicholas  
Simonse, Todd  
Sloan, Lyle  
Smith, Adam  
Strissel, Phillip  
Testa, Richard  
Troxell, Barton  
Van Vechten, Barry  
Vetting, Ryan  
Wagner, Richard  
Walker, Timothy  
Wall, Ryan  
Williams, Richard  
Zingales, Salvatore



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

Abel, Nathan  
Antony, Alex  
Apudo, Charles

Ayres, William  
Bailey, Arthur  
Balic, Bozidar  
Barone, Daniel  
Beaulieu, Steven  
Bell, Robert  
Berner, Frank  
Bolduc, Bruce  
Bonner, Beddie  
Boughal, Hans  
Boyer, Joseph  
Brady, Michael  
Brandt, Eric  
Brendan, Joyce  
Breton, Michael  
Brian, John  
Buick, Robin  
Burnside, Thomas  
Burr, Gregg  
Burrows, Bradley  
Campbell, Thomas  
Carroll, Luther  
Chpatchev, Vladimir  
Christensen, Michael  
Church, Edward  
Cona, Julianne  
Conroy, Brian  
Coulbourn, Harley

Crell, Joseph  
Cromuel, Vernon  
Cull, Michael  
Cullan, John  
Cullen, Gerard  
Cumings, Kent  
Darby, Dustin  
Dengel, Samuel  
Djusberg, Nils  
Doherty, Richard  
Dwyer, Matthew  
Eliassof, Daniel  
Eshnaur, Stephen  
Esquivel, Helbert  
Estabrooks, Bruce  
Facundo, Rolando  
Farley, Ken  
Ferguson, Thomas  
Ferritto, Mitchell  
Fetter, Jason  
Figelski, Edward  
Figueroa, Michael  
Foss, Arni  
Fountas, John  
Francis, William  
Fritschi, Brian  
Garberg, James  
Garcia, Michael  
Garza, Anthony  
George, Joseph  
Goebel, Leonard  
Gomez, Matthew  
Goodwin, Francis  
Grandy, Keith  
Gribbin, Lawrence  
Gumanas, Rolando  
Hall, John  
Harley, Timothy  
Haunfelder, Frank  
Henry, Eustace  
Hirth, Robin  
Holbert, Larry  
Huggins, Darin  
Hunt, Darryl  
Huntington, Bruce J.  
Infante, Hugo  
Jackson, Charles  
Jackson, Kenneth  
Jackson, Gregory  
Javage, Carlos  
Jendrasko, Richard  
Jones, Ray  
Joyce, James  
Kaili, Luke  
Kanoute, Thidiane  
Kaye, Seth  
Kelley, Daniel  
Kilmer-Morris, Austin  
King, James  
Koester, Paul  
Kopras, Jacob  
Kovach, Michael  
Krajalk, Joseph  
Kreta, Thomas  
Lachance, Craig  
Laksonen, Richard  
Landwehr, Kurt  
Larkins, Craig  
Lawrence, Gregory  
Lazic, Zarko

Leahy, Thomas M.  
Lemoine, Paul  
Linderholm, Eric  
Litterine, Justin  
Mac Dougall, Andrew  
MacDonald, Mark  
MacDonald, Kelsey  
MacDonald, Peter  
MacKay, Scott  
Macneil, Matthew  
Marcinak, Kenneth  
Marks, Michael  
May, David  
McGowan, Connor  
McGuinness, Michael  
McKenzie, Donald  
McLauchlan, Aaron  
McMurray, Robert  
Meglów, Peter  
Merrell, Robert  
Messina, Matthew  
Mitchell, Charles  
Moise-Duquella, Karly  
Morris, Michael  
Myers, Christopher  
Newberg, Mark  
Newell, David  
Newton, Craig J.  
Nichols, John  
Nickolas, Tapley  
Nilsen, Kenneth  
Nowak, Mark  
O'Donnell, Timothy  
Olson, Chris  
Padilla, Lorenzo  
Peterson, August  
Pichardo, Raphael  
Pillard, Jay  
Poniatowski, Marc  
Quintana, Gregory  
Raffaniello, Donald  
Redding, Tracy  
Riley, Paul  
Ritzinger, Kenneth  
Roberts, Paul  
Robinson, Alexander  
Romano, John  
Rowe, James  
Royston, Richard  
Ruane, Thomas  
Rugarber, Michael  
Russell, Paul  
Ryan, Patrick  
Santiago, Louis  
Sasso, Anthony  
Schanno, Daniel  
Schneider, Christopher  
Schroeder, Henry  
Schwartz, Ramon J.  
Seewald, Daniel  
Shaw, David  
Silliman, Raymond  
Simard, Aaron  
Simpson, Eric  
Slayton, Darnell  
Smirba, Dzemal  
Smith, William  
Smith, Ryan  
Sneed, Matthew  
Snyder, Andrew

Sopko, Frank  
Spear, Jedediah  
Spencer, Ronald  
Sprague, Laurence  
St John, Alfred  
Stamm, Andrew  
Stein, Stefan  
Taylor, Edwin  
Tebbe, Steven  
Thomas, Daryl  
Thomas, Robert  
Treon, Jacob  
Trifonoff, Robert  
Trigueiro, Gary  
Tsarides, Peter  
Tucey, Michael  
Twitty, Marshall  
Underhill, Jason  
Unnold, Barry  
Vokac, Adam  
Wainwright, Ross  
Walker, Robert  
Walton, Andrew  
Warner, Peter  
Watson, Steven  
Welsh, Sean  
Weymouth, Nathan  
White, Eric  
Whitney, Richard  
Wilson, Paul  
Wlazlo, Erik  
Wright, Kevin  
Yuhás, Christian  
Zilla, Herbert  
Zysk, Thomas



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

Brown, Richard  
Buettner, Glenn  
Burchfield, Timothy  
Burford, Jeffrey  
Burns, Michael  
Burns, William  
Burnside, James  
Butcher, Enrico  
Butzen, Richard  
Cake, David  
Callahan, Jason  
Cambra, Charles  
Cameron, Kelly  
Cannistraro, Marco  
Carpenter, Marlin  
Carpentier, Ryan  
Carr, Michael  
Carrancho, Manuel  
Chagnon, Eric  
Chaney, Christopher  
Clement, Larry  
Cline, Dennis  
Coggio, Michael  
Cole, Henry  
Collett, Robert  
Collecchio, Leonard  
Collins, Mark  
Collinsworth, Michael  
Contois, Alex  
Cooper, Bruce  
Corrigan, Thomas  
Coulter, John  
Crow, Dallas  
D'Amico, Joseph  
Dance, Robert  
Dasha, Ralph  
Day, Steven  
Devens, Christopher  
Diddams, Michael  
Dodson, Clyde  
Dodson, James  
Doherty, Michael  
Douglas, Mcphee  
Downer, Eric  
Drake, William  
Drews, Timothy  
Dubois, Robert  
Ducharme, Bradley  
Duncan, Donald  
Dunleavy, John  
Dunlop, Andrew  
Durrant, John  
Dustin, Gary  
Ebanks, William  
Eident, William  
Elias, Albert  
Elliott, Robert  
Erlandson, Jon  
Fay, Stuart  
Feeney, Timothy  
Fernandez, John  
Feyler, James  
Fileccia, Maria  
Fisher, Matthew  
Fisher, Michael  
Flink, Lars  
Flores, Miguel  
Flynn, Brian  
Foley, Thomas  
Fraser, Daniel

Fraser, Rory  
Frazier, James  
Fulling, Robert  
Gallagher, Douglas  
Gallagher, Mark D.  
Garraway, Makeda  
Gerrish, Brian  
Butcher, James P.  
Gilmour, Mark  
Glessing, Michael  
Goodridge, Thomas  
Gordon-Tennant, Michael  
Gorman, Thomas  
Gostevskiyh, Vladimir  
Grace, Sean  
Gross, Paul  
Guldjord, Greg  
Gullapalli, Ranga  
Haars, Derek  
Hall, William  
Hanson, Roger  
Hardin, Jimmy  
Harding, Justin  
Harrington, Jason  
Harrison, William  
Hartmann, Warren  
Harvey, Hugh  
Heidt, Martin  
Helie, Leonard  
Hickey, Thomas  
Hill, Eric  
Hines, Jonathan  
Hitzel, Jeffrey  
Hjort, Stanley  
Hoffman, Haven  
Holliday, Charles  
Horgan, Michael  
Hostutler, Jeffrey  
Houghton, Jeffrey  
Hudson, Paul  
Humphrey, Bryan  
Jackson, Sterling  
Jacobites, Ted  
Janowicz, John  
Jaquez, Cristobal  
Jehnke, Paige  
Jendrasko, Peter  
Jenkins, Megan  
Jennison, Casey  
Jerrier, Charles  
Johnson, Ward  
Johnson, Eric  
Johnson, Mark  
Jorgensen, Peter  
Katz, Seth  
Katzara, Robert  
Kehoe, Matthew  
Keller, Jonathan  
Kendall, Richard S.  
Kennedy, Michael  
Kenny, Robert  
Kenny, Brian  
Keohane, John  
Kewley, Christopher  
Kingma, Louis  
Kirby, Kevin  
Klaine, Jeanne  
Klump, Randy  
Knowlton, Thomas  
Knudsen, Percy

*continued*



Political Action Fund Honor Roll continued

Kramer, Karl  
 Kuijper, Gregory  
 Kulas, Stephen  
 Langford, Clarence  
 Langley, John  
 Laurion, Daniel  
 Lawrence, Joseph  
 Lee, Kevin  
 Lee, Q  
 Leep, Ernest  
 Levine, Isaac  
 Lincoln, Louis  
 Linn, Brendan  
 Lino, Russell  
 Lisowski, Jason  
 Llanos, Melchor  
 Long, Patrick  
 Lotfy, Adel  
 Ludwig, Louis  
 Lyons, Christopher  
 MacKay, Shawn  
 Maduro, Deshawn  
 Magbiro, Eric  
 Mahaffey, Shane  
 Maher, Patrick  
 Massey, Loren  
 McCall, Douglas  
 McCormick, Daniel  
 McElhinney, Joseph  
 McGrath, Paul  
 McLaughlin, Shawn  
 McMahon, Joseph

Mello, Ted  
 Menard, Todd  
 Menendez, Jack  
 Meyer, Stephen  
 Migridichian, Steven  
 Miller, Matthew  
 Moises, Jeaneth  
 Moore, James  
 Morris, William  
 Mosa, Daniel  
 Moses, Colin  
 Muldowney, Leo  
 Murray, Ryan  
 Nee, Peter  
 Nilsen, Ole  
 Novozilov, Juri  
 Nowak, Scott  
 O'Donnell, John  
 Olsen, John  
 Osmus, Steven  
 Pacana, Edgar  
 Page, Carl  
 Parent, Chance  
 Parent, Christopher  
 Parks, Howard  
 Parrish, Dylan  
 Paul, Christopher  
 Pearce, William  
 Pearson, Adam  
 Peggy, Wyatt  
 Penny, Julie  
 Pike, Steven

Pillard, Jeff  
 Pizzorni, Andrea  
 Ponce, Edwin  
 Preston, Thomas  
 Pride, Michael  
 Proia, Michael  
 Prokopich, Phyllis  
 Purcell, Michael  
 Quinlan, Ryan  
 Quinlan, Michael  
 Radzik, Edward  
 Rae, Benjamin  
 Riddle, John  
 Rigsby, Amanda  
 Rivera, Alfredo  
 Robertson, James  
 Robson, Joseph  
 Rodriguez, Marco  
 Rowley, Joseph  
 Rushing, Edd  
 Rusnak, Thomas  
 Rynberg, Edward  
 Salvador, Fernando  
 Sanchez, Alfredo  
 Sappington, Daniel  
 Schreier, Harold  
 Sergio, Nicholas  
 Sheridan, John  
 Shrake, Samuel  
 Simonson, Frederick L.  
 Sims, Ralph J.  
 Skillern, Randall

Slaght, John  
 Slonaker, Michael  
 Smith, David  
 Snow, Michael  
 Sparling, Todd  
 Spear Iii, Willis  
 St Cyr, Daniel  
 Sterling, Christopher  
 Stevens, Sean  
 Steverman, Peter  
 Strickland, Jesse  
 Sturgul, James  
 Sullivan, Peter  
 Sullivan, Nicholas  
 Sullivan, Paul  
 Sundius, Robert  
 Sunga, Raymond  
 Szymkowski, Maciej  
 Tarrant, Kyle  
 Taylor, David  
 Tedesco, Paul  
 Thanash, George  
 Thatcher, Matthew  
 Thomas, Ross  
 Thomsen, Michael  
 Thomson, William  
 Tims, James  
 Torrey, George  
 Tracy, Mark  
 Trask-Annies, Demian  
 Tripp, Daniel  
 Turcotte, Keith

Unger, Michael  
 Valentin, Emanuel  
 Vazquez, Rene  
 Vogel, Lee  
 Walker, Philip  
 Wall, Sean  
 Walsh, Dominic N.  
 Warner, Seth  
 Watkins, Michael  
 Watts, Harold  
 Webber-Bey, Serena  
 Weber, Timothy  
 Weismann, Mark  
 Welch, William  
 Wessling, Stephen  
 Whitton, Justin  
 Williams, Harold  
 Williams, Charles  
 Williams, Leo  
 Wilson, Wayne  
 Wilson, Delbert  
 Wolf, Martin  
 Wolff, Joseph  
 Woodward, Craig  
 Woolford, Michael  
 Wormwood, Andrew  
 Wright, Patrick  
 Zalewski, Matthew  
 Zaucha, Christopher  
 Ziolek, Jerzy

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**James Caponiti**  
*President, American Maritime Congress*

## AMC Perspective

The first session of the 114th Congress ended with a flurry of important legislative activity, an achievement which itself is noteworthy compared to the body's track record in recent years. Looking back, the stakes had been high as maritime advocates approached a pivotal year.

Especially important issues formed the legislative wish list for the U.S.-flag industry in 2015. Foremost among issues of concern, the ongoing period of decline in the number of vessels trading internationally begged for solutions. U.S.-flag stakeholders were focused on cargo generation – whether by retaining and upgrading existing preference mechanisms or by leveraging opportunities evolving from the domestic energy boom. Perhaps ironically, uncertainty also had begun to shadow Maritime Security Program participants. Even as the ten-year extension of MSP to be effective in October 2015 approached, the program itself had been undermined by insufficient funding at current and future authorized levels.

Fundamental to its design, MSP leverages a balance between annual funding and access to peacetime military cargoes to promote the viable operation of enrolled vessels. As a consequence stemming from twenty years of peacetime troop withdrawals and overseas base closures, an otherwise strong program had become de-stabilized by cargo reductions. Challenges loomed throughout the year as the U.S.-flag industry continued to educate members in the House and Senate on the value of commercial sealift assets. When Congress closed its doors for the winter recess, maritime coalition members could be grateful for having achieved some milestone goals with legislative outcomes that positively impact the U.S.-flag industry.

Though Congress had allowed the Export-Import Bank's lending authority to lapse on June 30, a provision in the surface transportation bill enacted in December reauthorized the Bank through September 30, 2019. Certain cargoes generated by the Bank's financing are subject to 100 percent maritime cargo preference, and renewal of the Bank's mission is a significant benefit to U.S.-flag carriers and citizen mariners.

Bipartisan and bicameral support for MSP and its validation as essential to national security was demonstrated as an element in two separate initiatives. The National Defense Authorization Act of 2016, enacted in late November, contained a provision to increase annual MSP funding for one year by \$24 million. The \$400,000 per vessel increase brings the payment for each vessel this fiscal year to \$3.5 million. Some three weeks later in December, the FY 2016 Omnibus appropriations bill was enacted. In the section of the bill dedicated to the Maritime Administration, \$210 million was appropriated to the MSP account thereby reflecting the \$24 million authorization increase. In another part of the bill, MSP funding authority was further increased as follows: for FY 2017, \$4,999,950 per vessel, program level funding at \$299,997,000; for FYs 2018, 2019, and 2020, \$5,000,000 per vessel, program level funding at \$300,000,000; and for FY 2021, \$5,233,463 per vessel, program level funding at \$314,007,780. These authorization increases for the first six years of the recently begun MSP extension period will fortify the program's effectiveness by renewing the long-term partnership

between industry and government that was beginning to fray because of the fiscal uncertainty that participant carriers were experiencing. For the five years beginning with FY 2017, it will remain necessary for the maritime industry to intervene during the annual appropriations process to ensure that authorized levels of funding are enacted. We have begun that process early with respect to MSP funding for FY 2017.

Getting back to the issue of cargo generation, there are less substantive results to report on cargo preference and international food aid programs. The maritime industry remains wary of the Administration's interest in Food for Peace reform initiatives that would decrease domestically sourced commodities, and we diligently responded this year to attacks by parties seeking to undo maritime cargo preference requirements for federally financed food assistance programs. As an example, one such attack was issued by the American Enterprise Institute. In a positive development, an industry panel was invited to testify before a joint hearing of the House Agriculture Subcommittee on Livestock and Foreign Agriculture and the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation. The hearing, titled "U.S. International Food Aid Programs: Transportation Perspectives", provided an opportunity for committee members to better understand the maritime industry's essential national security role and how food aid cargo preference policies impact military sealift capability and the nation's civilian mariner pool. The hearing itself was positive and has served as a catalyst to enhance further cooperation and communication between House Agriculture Committee staff and maritime industry stakeholders.

Another outcome with respect to the Omnibus legislation was an end to the four-decades-old crude oil export ban. Together with domestically produced LNG, crude oil exports are viewed as a potential cargo opportunity to spur growth in U.S.-flag shipping and mariner jobs. Department of Defense officials have indicated that a policy or requirement that increases and stabilizes jobs in the U.S. maritime industry could also support military readiness. Assuming that theorem as a given, the maritime industry will continue to urge Members of Congress to use energy exports as a means to ensure future maritime capability.

Looking ahead in 2016, it is extremely important we continue to elevate the "conversation" and highlight our industry's role while pressing Congress to continue with its investment in our nation's merchant mariners and the U.S.-flag industry. AMC, in partnership with M.E.B.A., is working to organize briefings for House and Senate members to better acquaint members and staff with the need for appropriators to fully fund MSP at authorized levels. It is also important that we stress the value and requirements of 21st century merchant mariner education and training. We are exploring hosting congressional staff delegations to visit AMC member company vessels to focus on national and international maritime standards for safe vessel operations and the shoreside equipment and facilities to sustain those operations. Additionally, we are looking into developing a discussion series in collaboration with other U.S. maritime industry advocates, such as the Navy League, to facilitate collaboration with Members of Congress on topics of importance to the U.S.-flag industry, for instance, energy imports/exports, government regulatory policies, port security and infrastructure, and U.S. shipbuilding and repair.

Finally, MSP will mark its 20th anniversary in October of this year. Throughout the year, AMC will promote that milestone using its website and quarterly newsletter, and we are exploring hosting events such as a maritime congressional reception in the U.S. Capitol to underscore the program's importance.

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Stephanie P. Brown, MBA, Andrew H. Benjamin,  
Mark E. Engberg, CFP®, Navarone F. Simpson, Stephen E. Hill

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# Maritime Labor Alliance Helps M.E.B.A. Wield a Bigger Boomstick

Branded under the motto of “Unity and Friendship,” an amalgamation of like-minded organizations united together in 1875 to fight against inequities and dangerous working conditions. Together, those six Great Lakes, port and river associations bonded into a powerful force for change – racking up numerous victories for its members and American seafarers. The M.E.B.A. knows something about solidarity, and labor progress has always been dependent on the cohesion of members and the fellowship of brother and sister unions.

Recently, the M.E.B.A. and other leading maritime organizations reignited the Maritime Labor Alliance and pledged to steam along at full throttle with the six-union coalition. The Alliance was forged in late 2012 but dipped into a lull of sorts as longshore workers endured protracted deliberations for a new contract that dominated 2014 and bled into the first few months of 2015. Now, the parties believe they can go full force on the Alliance between the M.E.B.A., American Radio Association (ARA), International

Longshore and Warehouse Union (ILWU), the International Longshoremen’s Association (ILA), the Inlandboatmen’s Union of the Pacific (IBU) and the International Organization of Masters, Mates and Pilots (IOMM&P).

The MLA was created to protect member jurisdictions, working conditions and rights and to strengthen the voice of maritime labor in the United States. The parties recommitted themselves to those principles at an MLA summit staged at M.E.B.A. Headquarters late last year. They pledged to act in solidarity on Capitol Hill as well as on the waterfront.

“We have each other’s backs,” said M.E.B.A. Secretary-Treasurer Bill Van Loo who was unanimously voted in as MLA’s Secretary-Treasurer. “This is a tool we can use to collectively exert our influence in Washington and safeguard our members on the waterfront and aboard ship.”

MM&P President Don Marcus was elected as MLA President with ILA Special Advisor Dr. Thomas J. Mackell, Jr. appointed to the new position of Executive Director.



*MLA members gather on the M.E.B.A. HQ rooftop following their October 2015 meeting. Left to right are top officials of the six unions including (l-r) ILA South Atlantic & Gulf District President Alan Robb, ILA Executive Vice President (Emeritus) Benny Holland, Jr., ILWU Local 34 President Sean Farley, ILWU Vice President (Hawaii) Wesley Furtado, ILWU Local 10 President Melvin Mackay, IBU President Alan Cote, MM&P Vice President (United Inland Group) Mike Murray, ARA Secretary-Treasurer Cliff Walker, ILWU President Bob McEllrath, ARA President John Radcliffe, M.E.B.A. President Marshall Ainley, MM&P/MLA President Don Marcus, ILA Executive Vice President Dennis Daggett, ILA Secretary-Treasurer Steve Knott, ILA President Harold Daggett, M.E.B.A./MLA Secretary-Treasurer Bill Van Loo, MM&P Secretary-Treasurer Steve Wersé, ILA Atlantic Coast District Secretary-Treasurer Jim Stolpinski, ILA Special Advisor and MLA Executive Director Dr. Thomas J. Mackell, Jr. and ARA General Counsel Ed Steinberg.*



# Referendum 2016 – Proposals for the Future of the M.E.B.A.

90-day referendum ballots were mailed out on Friday, January 15<sup>th</sup> to members at their address on file at Headquarters. The referendum proposals are important to the future viability of the M.E.B.A.

Members who currently pay \$100-a-quarter are voting on a crucial dues increase proposal as part of a three-question secret ballot referendum. Members who do not pay the \$100-a-quarter dues rate were sent a two-question ballot, without the dues question. Bargaining units that are receiving the two question ballot without the dues proposal include POID, DRBA, Golden Gate Ferry, King County, Delaware Pilots, Washington State Ferry and Samson Tug & Barge. The two other questions on the ballot include a proposal for realigning M.E.B.A.'s Gulf Coast structure without compromising elected representation, and a proposal to put the M.E.B.A. on a four-year election cycle to take effect after the upcoming election.

As part of their duties, the Tally Committee will ensure that each member who casts a ballot is in "good standing." *Headquarters must have record that voting members are current on their second quarter dues in order for their vote to count. Please ensure that your dues are current to the second calendar quarter well in advance.*

## Dues Increase Proposal

The dues increase proposal was put forward as the M.E.B.A. faces another crossroads. The Union has worked diligently to maintain the level of services expected by the membership while attempting to counteract the impacts of year-after-year inflation, cost of living growth and membership decline due to a consolidating industry, among other factors, which acts to reduce the value of annual dues revenues. The proposal for a \$50-a-quarter dues increase was put before the membership following a unanimous vote by the M.E.B.A.'s District Executive Committee.

The Union has steadily reduced expenses by paring down staff at Headquarters and the Union halls, decreasing some hall operating hours, streamlining services, reducing equipment and purchasing costs, scaling back travel and business expenses, relying more on electronic communication and conference calls and reducing other Headquarters expenditures. This summer, Headquarters will undergo its second major downsizing in the last 15 years.

Additional cost savings over the past 15 years have included the Union's closure of its offices in Corpus Christi, Ft. Lauderdale, Philadelphia, Portland, San Juan, Savannah and Wilmington. The Baltimore Union hall was downsized and the number of officials has been reduced in Oakland, New Orleans, Houston and Jacksonville. It has become exceedingly difficult to scale back costs without affecting the Union's overriding mission – to represent the membership through contract

enforcement and job preservation. Without support from membership on the dues increase, the DEC may have to exact additional painful cuts.

It is our belief that the M.E.B.A. should continue to maintain the necessary level of service our Union membership requires and deserves.

## Proposal for Gulf Coast Realignment

The M.E.B.A. has made adjustments at Union halls throughout its history after careful review of membership and job location, i.e. shipping list registration, shipping averages, hall dispatches, company clearances, and port relief dispatches, among other factors. This proposal seeks to reposition the Gulf Coast V.P. to Houston while continuing operation of the New Orleans Union hall which includes regular monthly Union meetings. In addition, a Branch Agent position would be created at the Tampa Union hall. Elected representation in the Gulf will not be diminished under this proposal. It is the responsibility of the M.E.B.A.'s District Executive Committee to strategically position officials at our halls to better maximize their effectiveness, and this proposal seeks to help the Union operate more economically with more thrust.

## Proposal for Four-Year Election Terms

The proposal to change elected officials' terms from three to four years, following the upcoming election, is an overdue change that would enhance efficiency, cut expenses and put us on equal footing with other unions. The proposal would provide more stability and strengthen the M.E.B.A. making the Union's election cycle more practical.

A member-elected tallying committee, selected at the April membership meetings, will be responsible for overseeing the tabulation of the returned referendum votes. Votes will be counted on April 18, in Washington D.C. TrueBallot, Inc. is serving as the Impartial Administrator for the referendum vote. As part of their duties, the Tallying Committee will ensure that each member who casts a ballot is in "good standing." *Headquarters must have record that voting members are current on their second quarter dues in order for their vote to count. Please ensure that your dues are current to the second calendar quarter well in advance.*

If you are an M.E.B.A. member and did not receive a ballot, or you have lost or destroyed your ballot, you may request a duplicate in writing by contacting TrueBallot, Inc. at:

TrueBallot, Inc.  
3 Bethesda Metro Center  
Suite 750  
Bethesda, MD 20814  
Email: [0211601@trueballot.com](mailto:0211601@trueballot.com)

Additional detail on the referendum questions is available at: <http://www.mebaunion.org/referendum2016>



# Fellowship of the Sea – Members Grieve Over Loss of EL FARO Crew

There was an outpouring of sympathy and grief over the fate of the RO/RO cargo ship EL FARO's crew following the October tragedy. As you know, the vessel succumbed to Hurricane Joaquin near the Bahamas. The TOTE-owned ship was managed by Sea Star Lines and crewed with AMO and SIU mariners. M.E.B.A. members sailed on the ship for years when it was known as the SS PUERTO RICO following its 1975 construction at Sun Shipbuilding in Chester, PA. It was then called NORTHERN LIGHTS before being redubbed as the EL FARO which translates to "the lighthouse."

The name EL FARO is destined to bring a chill to the heart of every mariner akin to the invocation of doomed ships of the past like the SS POET, EDMUND FITZGERALD and the MARINE ELECTRIC. 33 souls were onboard the ship consisting of 28 American crewmembers and a riding gang of five Polish nationals. The vessel left Jacksonville bound for Puerto Rico a day before Tropical Storm Joaquin was upgraded to a Category 3 hurricane. Two days later, Joaquin graduated to Category 4 status and the ship sailed right into its teeth. The Coast Guard estimated that crewmembers were dealing with up to 140 mile per hour winds, seas as high as 50 feet and zero visibility. There were no survivors.

The Coast Guard released the names of the 33 crewmembers onboard. Our members have gone to sea with quite a few of them: Louis Champa, Roosevelt Clark, Sylvester Crawford Jr., Michael Davidson, Brookie Davis, Keith Griffin, Frank Hamm, Joe Hargrove, Carey Hatch, Michael Holland, Jack Jackson, Jackie Jones, Jr., Lonnie Jordan, Piotr Krause, Mitchell Kuflik, Roan Lightfoot, Jeffrey Mathias, Dylan Meklin, Marcin Nita, Jan Podgorski, James Porter, Richard Pusatere, Theodore Quammie, Danielle Randolph, Jeremie Riehm, Lashawn Rivera, Howard Schoenly, Steven Shultz, German Solar-Cortes, Anthony Thomas, Andrzej Truskowski, Mariette Wright, and Rafal Zdobych.

M.E.B.A. President Marshall Ainley and Secretary-Treasurer Bill Van Loo penned a letter to AMO President Paul Doell and SIU President Mike Sacco offering members' profound sympathies for our fellow mariners. They noted, "There is no more devoted community of professionals than those who serve in the Nation's Merchant Marine. We share a "brotherhood of the sea" – a livelihood of inherent dangers and rewards. The EL FARO tragedy



*Many of those in the M.E.B.A. world sailed with crewmembers from the EL FARO on past voyages. There was an overwhelming amount of sympathy for those mariners and their families.*

is weighing heavily on M.E.B.A. members past and present, and we are sharing the grief of our fellow mariners and their families. The chilling fate of the EL FARO and her crew has hit home in the heart of every mariner who understands the unforgiving nature of the sea coupled with merciless weather. We stand shoulder to shoulder with you and all your members during this terrible, trying time."

The M.E.B.A.-crewed USNS APACHE was successfully utilized to locate the sunken EL FARO in 15,000 feet of water. However, the voyage data recorder, which may solve the mystery of the sinking, has not yet been located.

Members have been generous in their support of the families of the EL FARO crewmembers. A relief fund benefiting the families and dependents of all 33 crewmembers lost aboard the ship was set up by TOTE and administered by the Seamen's Church Institute. Information about the fund can be found at <http://elfaroincident.com/family-fund/>. The company is also establishing an education fund for the children of the EL FARO crewmembers that will support diverse educational needs.

Both AMO and SIU have set up funds that aid the families of the EL FARO mariners represented by their unions. The SIU EL FARO Assistance Fund can be accessed on their homepage ([www.seafarers.org](http://www.seafarers.org)). You can contribute to the AMO Fund on their website located at [www.amo-union.org](http://www.amo-union.org).

*The tragic loss of the EL FARO brought the five L.A./Long Beach Harbor maritime unions together to show their unity and support. They noted: "Our thoughts and prayers go out to the 33 crew members who lost their lives and the loved ones left behind. Blessed are those that go down to the sea in ships." From left to right are MFU Port Agent Sonny Gage, MM&P Pacific Ports V.P. Dave Boatner, SIU Port Agent Jeff Turkus, SUP Branch Agent Mark Hurley and M.E.B.A. L.A. Branch Agent Rich Doherty.*





**Faces around  
the Fleet**



Some of the guys that make the OVERSEAS LOS ANGELES "go." Left to right are 2nd A/E Keith Hickerson, 3rd A/E Todd Waterfield, 1st A/E Richard Testa and C/E Lawrence Sprague.



Members aboard the APL THAILAND doing some work on the main engine lube oil pump motor. From left to right are 2nd A/E John Nelson, 1st A/E Thomas Campbell, C/E Kwaku O. Addae and 3rd A/E Richard Williams.



Hardworking engineers on the MAERSK DETROIT lined up in this photo in order of their beard length. Left to right are 1st A/E Colin Gold, 3rd A/E Dalton Harbula and 2nd A/E Rich Anderson. The vessel is a containership enrolled in the Maritime Security Program.

The crews of the USNS DAHL and the USNS SODERMAN recently made a donation to the Guma Esperansa Women's Shelter on the tropical island of Saipan, benefiting victims of domestic abuse and violent crimes. The M.E.B.A., MFU, SUP, and MM&P came together and made a toy and cash donation totaling over \$3,000. Among others in the photo are M.E.B.A.'s Ben Stallings at left, facility director Lauri Ogumoro, Alan Hudson and M.E.B.A.'s Chris Benard (far right).



Engineer Bobby Davis overseeing work at an L.A. drydock with the tractor tug ARTHUR FOSS. M.E.B.A. represents the engineers for tug & barge outfit Foss Maritime's southern California division.



# Shipping Shorts

## Celebrate 50 Years of CMES at Calhoon Reunion This Summer

This year is the 50<sup>th</sup> anniversary of the Calhoon M.E.B.A. Engineering School and M.E.B.A. members and retirees are descending on the School this summer to celebrate. The Calhoon Alumni Association will host its reunion from June 24-26 – open to all members, retirees and applicants as well as their friends and families.

Event fees, forms and other information can be found on the CMES website located at [www.mebaschool.org](http://www.mebaschool.org). The weekend kicks off with the traditional golf tournament on Friday, June 24 with the party on the Manor House Lawn set for Saturday, June 25. This is a great family event – you should be there! Direct any questions to Mike Fanning at [caa2016@mebaschool.org](mailto:caa2016@mebaschool.org) and check out the School website to get the complete lowdown. Calhoon alumni may want to drop him a line, as well, to ensure they are on Mike's email list.

## “Honoring Our Heritage” Raffle Tickets Available at Halls

Tickets for a raffle benefiting the M.E.B.A. Merchant Marine Memorial

Foundation (4MF) are available at M.E.B.A. Union halls. The 4MF supports the Memorial located at the Calhoon M.E.B.A. Engineering School honoring fallen M.E.B.A. mariners and the “Fourth Arm of Defense.”

The top prize of the raffle is a four-door 2001 Cadillac Seville SLS – formerly owned by President Jesse Calhoon. 2<sup>nd</sup> prize is an antique chronometer and 3<sup>rd</sup> prize is a Kindle Fire. Tickets are \$10 apiece. The drawing will take place at this summer's CAA Reunion at the Calhoon School – as part of the School's 50<sup>th</sup> Anniversary celebration – June 25, 2016. You do not need to be present to win.

## Modernized Open Jobs Board

The Open Jobs Board has undergone an overhaul and has reemerged as a more efficient tool – available only at M.E.B.A. Union halls. Executive V.P. Adam Vokac wanted to gravitate away from the painful and less-proficient process of the past. The new system enables more transparency, presentation and access – as well as real-time information.

M.E.B.A. ports can now broadcast the online Open Jobs Board information on

a large centralized monitor – allowing members to see the latest information and updates as they occur.

## Matson CEO, M.E.B.A.-Crewed Vessels Receive AOTOS Recognition

Matson President and CEO Matthew Cox was one of the three recipients of the maritime industry's most prestigious awards. The Admiral of the Ocean Sea (AOTOS) statuettes are maritime industry lifetime achievement awards and were also presented to TOTE President Anthony Chiarello and Pacific Maritime Association President James McKenna. Chiarello announced his award would be accepted for the EL FARO mariners and be part of a memorial that will be built for them.

“Honored Seafarer” plaques for extraordinary service and bravery were also handed out to mariners, including those aboard four M.E.B.A.-crewed ships. The crew onboard the Military Sealift Command dry cargo/ammunition ship USNS WILLIAM McLEAN were honored. They rescued two members on a distressed sailboat in May. The crew of the Alaska Marine Highway System ferry MALASPINA

*continued*



*M.E.B.A.'s L.A. Branch Agent Rich Doherty recently met with our Southern California affiliate the California Association of Professional Employees (CAPE). CAPE was formed in 1964 and affiliated with the M.E.B.A. in 1970. The relationship has been mutually beneficial through the years. Left to right (standing) are Unit 511 Director Jonathon Bell, Unit 132 Director Brent Decker, Unit 512 Director Kevin Petrowsky, Unit 132 Director Pete Thomas, CAPE V.P. Lisa Andres, Unit 131 Director Carl Lindner and Secretary Nelson Manabat. Sitting left to right are CAPE staff Sean Stalbaum, M.E.B.A. L.A. Branch Agent Rich Doherty, CAPE President Carlos Clayton, CAPE Treasurer Barbara Volz and CAPE Attorney Blaine Meek.*



was also recognized. They rescued a man from a capsized landing craft off Vancouver Island in October 2014. In addition, crewmembers on two Keystone-managed vessels that assisted relief efforts were honored. The CAPE RISE and CAPE RACE completed missions to Western Africa to assist in the battle against Ebola. An M.E.B.A. contingent, including area rank and file members, attended the ceremony.

### Online Portal is Best Way to Pay Dues

M.E.B.A.'s convenient payment portal allows members, applicants and retirees the ease of online monetary transactions. Members and applicants have discovered that this is the most convenient way to pay their dues or service charges by credit card, debit card or through their checking account. You can also set up a recurring payment schedule to automatically keep current. The site allows you to view your transaction history online in a secure manner.

In addition, the set-up allows members, applicants and retirees to make contributions to the M.E.B.A.'s PAF

and Good & Welfare fund that support so many members. Contributions to the G&W Fund are tax deductible. This fund has provided essential assistance to members and retirees in their time of need. The PAF keeps M.E.B.A. jobs afloat by affording a crucial lifeline to those who help determine the fate of the U.S. Merchant Marine.

The registration process is pretty painless. Once your information is in place, you'll find this to be the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs. You can access the electronic payment portal from several different locations on the M.E.B.A. homepage ([www.mebaunion.org](http://www.mebaunion.org)). Register today and set a course for convenience!

### Maritime Champions Honored

Sen. Patty Murray (D-WA) became the first-ever recipient of the Daniel K. Inouye Maritime Guardian Award presented to those who embody strong leadership and commitment to the industry. Like Sen. Inouye (who died in 2012), Sen. Murray has



*The MAERSK COLUMBUS at the Bayport cruise terminal (Port of Houston). The container ship is managed by MLL and is enrolled in the Maritime Security Program.*

been a champion of our industry who understands the importance of the U.S. Merchant Marine and its need to be fortified.

In addition, the American Maritime Partnership (AMP) recognized Congressman Duncan Hunter (R-CA) with the 2015 Champion of Maritime Award, for his extraordinary support and dedication to the American maritime industry.



*Oakland Patrolman Christian Yuhas attended the American Merchant Marine Veterans (AMMV) Western Regional Conference in Reno, Nevada recently. He's seen here (in front, kneeling with the interesting tie) along with a slew of mariners from WWII and other wars and conflicts. H.R. 563, "The Honoring Our WWII Merchant Mariners Act of 2015," was a big topic of conversation at the conference. Let your Congressional representative know about the importance of this bill and request that they add their name to the bill as a co-sponsor.*



***M.E.B.A. got a lot of interest from cadets at Massachusetts Maritime Academy during a recent career fair. An M.E.B.A. contingent, heavy on MMA alumni, made sure these mariners of tomorrow understood the advantages of M.E.B.A. membership and the secure future it can provide. Left to right is Ted Mello (recent MMA graduate and M.E.B.A. applicant who sails with OSG), Bill Campbell (recently retired M.E.B.A. Boston Rep.), Nils Djusberg M.E.B.A. Legal Director, Pete Tsarides (M.E.B.A. Boston Rep.) and Rich Kendall (retired M.E.B.A. C/E). Seen in the background (off to the right) is M.E.B.A. C/E Sean Mulhall.***

Senator Sherrod Brown (D-OH) was named this year's recipient of the Great Lakes Legislator of the Year, an award doled out by the Great Lakes Maritime Task Force. The award is bestowed upon a legislator who has helped advance shipping on America's "Fourth Sea Coast" - the Great Lakes.

Not to be outdone, maritime stalwart Sen. Barbara Mikulski was among 17 Americans to receive the nation's highest civilian award – the Presidential Medal of Freedom. She has served in Congress longer than any other woman where she racked up a plethora of notable accomplishments.

### **Next-Generation Ships Being Built for Matson**

Aker Philadelphia Shipyard has begun construction of two new Aloha-class vessels that will be sailing for Matson Navigation in 2018 under the Stars and Stripes. These containerhips were designed specifically for the Hawaii service and have huge capacity and state-of-the-art "green ship technology" features. Matson announced that the first of the two new ships will be named after the late Senator Daniel K. Inouye, who was a longstanding champion of

the U.S. maritime industry and its role in supporting Hawaii's economy.

The 850-foot long, 3,600 TEU vessels will be Matson's largest ships and the largest Jones Act containerhips ever constructed. They will also be faster, designed to operate at speeds in excess of 23 knots, helping ensure timely delivery of goods in Hawaii.

### **Study: Lack of U.S.-Flagged Ships Makes U.S. Vulnerable from Hostile Powers**

With the U.S. Navy at its lowest fleet strength since 1917, and our Merchant Marine smaller than at any time since the Spanish-American war, a new study says the U.S. is now vulnerable to hostile actions by a foreign power. Two experts on China and sea power at Hawai'i Pacific University warned in a new report of a potential clash between China and the U.S. on the high seas. "Sea Strangulation: How the U.S. has Become Vulnerable to Chinese Maritime Coercion" outlines serious threats to U.S. civilians and military personnel as a result of an over-dependence on the ships of other nations, in particular China, and simultaneous vulnerability caused by

a scarcity of U.S.-flagged vessels in international trade. The U.S. Merchant Marine has less than 80 vessels in the international trades. These privately-owned ships, flying under the U.S. flag, play a key role in supplying our armed forces overseas and delivering commercial goods at home. Ninety percent of the equipment and material used by the U.S. military in recent wars in Afghanistan and Iraq was carried on these vessels. China, by contrast, has nearly doubled its commercial fleet since 2010 with more than 3,900 ships now flying the Chinese flag.

With expanding military as well as commercial power, an increasingly hostile China can use its growing domination of global shipping to enforce its strategic and military objectives. China now has the potential to implement a strategy they call "Sea Strangulation," cutting off the supply of critical military and civilian goods. The report says China could severely damage the U.S. economy, threaten our

*continued*



***M.E.B.A. attended the annual labor leaders' meeting with Congressman Al Green (D-TX-9) recently with special guest Labor Secretary Thomas Perez. M.E.B.A.'s Houston Branch Agent Erin Bertram is at left with Congressman Green who is a strong workers' rights advocate as well as a friend to the maritime industry.***



*Hundreds of Panama transport union workers, including M.E.B.A. affiliate Union de Ingenieros Marinos (U.I.M.), marched in Panama City recently against Government attacks on Canal workers as well as the Panama Canal Authority's (PCA) unwillingness to discuss safety concerns. They were joined by hundreds of inspectors from the International Transport Workers' Federation (ITF) including M.E.B.A.'s Tony Sasso. Left to right are U.I.M. Counselor/Press Secretary Rolando Arrue, M.E.B.A. ITF Inspector Tony Sasso, several Panama Canal engineers and U.I.M. official Vladimir Small.*

allies, hold our military hostage and deny critical supplies to Americans in locations such as Hawai'i without firing a single shot.

### Ex-Im Bank Revival

It's alive! Left for dead, the moribund Export-Import Bank was brought

back to life and rechartered through September 2019. The Bank assists U.S. businesses by financing the export of U.S. goods and services to international markets. Tea Party Republicans who see the Bank as "crony capitalism" claimed victory in the Spring of 2015 when the Bank's charter was allowed to expire. Since June, Ex-Im had only

been able to manage existing projects but was powerless to authorize new undertakings. Importantly, a portion of cargo generated by the Bank is required to be transported aboard U.S.-flag ships.

But Bank proponents finally broke through and managed to get rechartering language embedded into the FAST Act (Fixing America's Surface Transportation) -- also known as the Highway Bill. The bill was passed late last year by each chamber, ironed out by conferees and signed into law by the President.

### Matson, Maersk Vessels Outfitted with Tsunami Detection Equipment

University of Hawai'i at Mānoa researchers, funded by NOAA, are partnering with Matson, Maersk Line and the World Ocean Council to equip 10 ships with real-time geodetic GPS systems and satellite communications. The specific vessels were not detailed. The newly built pilot network of GPS-equipped ships enables each vessel to act as an open-ocean tide gauge. Data from these new tsunami sensors are streamed, via satellite, to a land-based data center where they are processed and analyzed for tsunami signals. "Our approach offers a new, cost-effective way



*HQ hosted Sen. Barbara Mikulski (D-MD) recently for an afternoon event. Representatives from four maritime unions thanked her for her longstanding support of U.S. shipping during almost 40 years in Congress. Left to right are M.E.B.A. Legislative Director Matt Dwyer, SIU's Terry Turner, M.E.B.A. Secretary-Treasurer Bill Van Loo, SIU President Mike Sacco, the diminutive Barbara Mikulski, SIU Executive V.P. Augie Tellez, AMO's John Rothrock, M.E.B.A. Legal Director Nils Djusberg, MM&P's Jim Patti and SIU's Brian Schoeneman.*



*Government Fleet Representative Tracy Burke is pictured here in Pearl City, HI with members of the USNS SALVOR engineering department. L-r is 3<sup>rd</sup> A/E Spencer Pierce, Norfolk Branch Agent Tracy Burke, C/E Stephen Starr, and M.E.B.A.'s most recent Government Fleet applicant 1<sup>st</sup> A/E Richard Floyd, who also made a contribution to the M.E.B.A. PAF while signing up.*



*The Matson containership SS MAUI at the dock in Oakland shortly before heading back to Honolulu.*

*Navigation Test Support vessel USNS WATERS undocking in Port Angeles, WA. The ship is operated by Patriot Contract Services for the Military Sealift Command.*



of acquiring many more observations to augment the current detection networks,” said Todd Ericksen of the University’s School of Ocean and Earth Science and Technology.

### **FHWA Re-Establishes U.S.-Flag Cargo Preference**

The Federal Highway Administration (FHWA) will ensure that at least 50% of imported materials bound for federal road projects be carried aboard U.S.-flag ships. The FHWA previously applied this policy to the Federal-aid highway program between 1979 and 1988. But in 1988, a Department of Justice legal opinion determined that the Cargo Preference Act of 1954 (CPA) did not apply to “imported cement and clinker procured by highway construction contractors for the account of States.” Soon after, the FHWA revoked the cargo

preference requirement. But a 2008 amendment to the Cargo Preference Act had the effect of clarifying that the preference requirements were applicable to the Federal-aid highway program. After consultation with the Maritime Administration, the FHWA determined that “recipients of the Federal-aid highway program must now meet the requirements of the CPA and its implementing regulations.”

Specifically, the 2008 amendment to the CPA stated that Act requirements apply to cargoes financed “in any way with Federal funds for the account of any persons unless otherwise exempted.”

The FHWA recommended prompt action in making the revision and will include the requirement in all Federal-aid highway projects’ contract specifications. They will utilize a notice and comment rulemaking to implement the revisions. The FHWA website affirmed that cargo preference requirements are important for: “Maintaining a pool of highly-qualified U.S.-citizen mariners for sealift support; maintaining a U.S.-

flag fleet for sealift contingencies; and maintaining a U.S.-flag fleet for carrying a substantial part of the Nation’s waterborne foreign trade.”

### **Navy Plans for 17 New MSC Support Vessels**

Navy Secretary Ray Mabus announced the construction of the USNS JOHN LEWIS, the first in a class of fleet oilers that will join the Military Sealift Command. The vessel will provide underway replenishment of fuel and stores to US Navy ships at sea and jet fuel for aircraft assigned to carriers. The LEWIS, to be named after Georgia Rep. John Lewis who has distinguished himself both as a Member of Congress (since 1987) and civil rights leader, will begin construction in 2018. M.E.B.A. represents the engineers and pursers in MSC’s civilian mariner fleet.

17 ships are planned for the Lewis-class. General Dynamics NASSCO and Huntington Ingalls Industries have agreed on an arrangement to handle construction of the vessels.

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*Gulf Coast V.P. Sistrunk headed up talks for a new contract with Marine Personnel and Provisioning (Marine Transport Lines). The five MSP vessels to be covered by the new deal include the CHARLESTON EXPRESS, PHILADELPHIA EXPRESS, WASHINGTON EXPRESS, ST. LOUIS EXPRESS and YORKTOWN EXPRESS. Left to right are Capt. Luke Catarius (M.E.B.A. Rank & File), Matt MacNeil (M.E.B.A. R&F), Jack Craft (Crowley/ MTL), Bill Van Loo (Secretary-Treasurer), Phil Sistrunk (Gulf Coast V.P.), Raymond Collector (M.E.B.A. R&F) and Mark Gallagher (M.E.B.A. Contracts Rep.).*

### **WSF Authorizes Construction of Fourth Olympic-Class Ferry**

Washington State Ferries announced that Vigor Industrial's Portland shipyard has begun work on their fourth Olympic Class ferry. Delivery is expected in mid-2018. The first of the ferries in the class, the TOKITAE, was delivered in 2014. The SAMISH, the second, went into service in June. The third ferry will be named the CHIMACUM and is scheduled for completion in early 2017. The Olympic-class ferries are replacing the aging diesel-electric Evergreen State class: the MV EVERGREEN STATE, MV KLAHOWYA and MV TILLIKUM. The new vessel has not yet been named.



*Members assemble at the L.A. Union hall recently including (l-r) Dante Villa who sails for Patriot, Matson MAHIMAHI C/E Tom Pote, Matson Port Engineer Bill Hill & L.A. Patrolman John McElhone.*

### **CMA CGM Purchases Majority Stake in APL Parent**

If their \$2.4 billion offer is approved, CMA CGM would have a 67% stake in Neptune Orient Lines (NOL), the parent of M.E.B.A.-contracted company American President Lines. The boards of NOL and CMA CGM unanimously approved the terms of the proposed transaction, which is still subject to the approval of relevant anti-trust authorities. The transaction could be completed as early as mid-2016.

Vice-Chairman of CMA CGM Rodolphe Saadé noted that, "This transaction will represent a significant milestone in the development of CMA CGM. Leveraging the complementary

strengths of both companies, CMA CGM will further reinforce its position as a leader in global shipping with combined revenue of \$22 billion and 563 vessels. By bringing together the know-how of both teams, the enlarged group will be even better positioned to provide premium services to its customers across all markets." CMA CGM is the currently the world's third largest container shipping firm, with 469 vessels and a global market share of 8.8%.

### **CMES to Open Fall Enrollment Earlier**

The Calhoun M.E.B.A. Engineering School will begin taking applications

for its Fall semester on April 4, 2016 for classes held between July 1st and December 31st, 2016. Previously, registration for classes during the latter half of the year did not begin until May. This change allows students to plan further in advance and to allow the School to better assess and satisfy member needs for important STCW gap closing courses.

Applications may be sent via the CMES website - fax (410) 822-7220 or emailed to [applications@mebaschool.org](mailto:applications@mebaschool.org). More information can be found on the School's website located at [www.mebaschool.org](http://www.mebaschool.org).

*continued*

*The USNS WATERS in choppy seas somewhere in the Pacific.*



*Dispatcher Kathy McCurdy still getting work done while the Oakland holiday party rages in the background. She's dispatching new M.E.B.A. applicant and CMA graduate Erik Hanson to his first job.*



**Faces around the Fleet**



*Amber Kinter is a new M.E.B.A. applicant. A recent Kings Point graduate, she is currently sailing with Alaska Tanker Company. She's seen here with her dispatch in hand.*



*In the engine control room aboard the USNS MERCY while drydocked in Portland, OR. Left to right is new Govt. Fleet applicant & M.E.B.A. PAF supporter 2nd A/E Quang Tran, USMMA Cadet Skyler Stone, 3rd A/Es Tom Comer & Dan Martens, C/E Brian Muir, M.E.B.A. Norfolk Branch Agent & Government Fleet Rep. Tracy Burke, USMMA Cadet Ian Stoner and 3rd A/E Bryan O'Donnell.*

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# Finished with Engines

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

## JIMMIE DALE ALEXANDER



Jimmie Alexander made his final crossing on May 12, 2015 at the age of 77. He was a 20 year veteran of the U.S. Army and also served two years in the Navy.

He then shipped out as an M.E.B.A. member aboard various vessels in the Military Sealift Command for 30 years. Jimmie was a resident of Malvern, AR. Survivors include his wife of 55 years, Henrietta Alexander; sons, Jimmie Alexander, Jeffrey Alexander; daughters, Julia Scott, Kellie Elizabeth Walters; grandchildren, Joshua Ford, Faith Alexander, Brett Rucks, Abby Alexander, Tristan Scott, Casey Little, Sherry Scott; great-granddaughter, Macey Little; brother, Ronnie Alexander; and numerous nieces and nephews.

## EDWARD G. BERRY

Ed Berry crossed the final bar on March 18, 2015 at the age of 82. Born in Augusta, Maine, Edward strung together an enviable shipping career fueled by his hardworking nature and engineering expertise. He was a resident of Mountlake Terrace, WA and is survived by many family and friends.

## CURTIS ROY BREMER

Curtis Bremer sailed into the next life on August 20, 2015 at the age of 91.

Curtis was a WWII veteran and served in the U.S. Navy as a Chief Petty Officer and in the Army Reserves. He then went to work in the U.S. Merchant Marine and sailed around the world on various vessels under the M.E.B.A. banner. He last went to sea in 1987 with U.S. Lines aboard the AMERICAN APOLLO shortly before his retirement.

Curtis was predeceased by 3 daughters, Ethel, April and Barbara; son, Benjamin; and granddaughter, Ashley Gray. Survivors include his beloved soul mate and wife of 37 years, Thirza; sons David and Curtis Bremer; daughters Rebecca Nolan, Vera Sheehan, Tina Howard, Dawn Croft, Brenda Cantrell, Lisa Hysler, Alida Cason; 22 grandchildren; 23 great grandchildren; and a host of nieces, nephews, other relatives and friends.

## DOUGLAS ELLIOTT BRYANT



Doug Bryant answered the last call on October 27, 2015 at the age of 72 following struggles with Parkinson's disease and its many complications.

Doug was born in Portsmouth, ME. 23 years later he graduated Maine Maritime Academy in 1966 and shipped out for various companies as an engineer, traveling all over the world. He loved being on the water, even when he was back home. Beginning in high school and continuing for the next 45 years, most

summers would find him hauling in lobster traps, a hobby that was hard work but worth the effort. Douglas was a member of the local chapters of the Masons, Shriners and the Scottish Rite. He is survived by his wife Judith, son Stephen, daughter Katie, brothers John and Paul, granddaughter Rebecca and other family members.

## ROBERT SCOTT CAROON



Robert Caroon set course for calmer waters on July 4, 2015 at the age of 89. Part of the Fourth Arm of Defense that proved key for the Allied victory in WWII,

Bob continued sailing after cessation of hostilities and sailed around the world many times as Chief Engineer. Later on, he was a builder and land developer in the Chesapeake, VA area for over thirty years. Bob is survived by daughters Judy Caroon Clevinger and April Caroon; grandchildren, Dallas, Bailee and David; great grandchildren Kimberley, Sharon and Blake; sisters Helen Hardison and Glenda O'Neal and brothers James Caroon and Tom Caroon. A memorial tribute can be viewed on YouTube by searching his name.

*continued*



## LOUIS M. CHAMPA, SR.



Lou Champa Sr. crossed the great divide on August 29, 2015 at the age of 73. He was a new resident of Palm Coast, FL, having moved from Ahwatukee

AZ in the past year. He was born in Yugoslavia but raised in Euclid, OH from the age of six. He spent 13 years in the Navy, made Lieutenant and served several years on a nuclear powered submarine. He then shipped out with the M.E.B.A. for 24 years, achieving the rating of Chief Engineer. Lou was a member of St. Elizabeth Ann Catholic Church and the Knights of Columbus. He enjoyed golfing, bowling, working out, spending time with his family and loved being a bingo caller for Knights of Columbus. Surviving are his loving wife of 52 years, Valma, his daughter, Annamaria Champa of Palm Coast, four sisters-in-law, Zora Griffin and her husband, Paul, Zola Stahl and her husband, Tom, Glenna Theis and Patricia Snyder and several nieces and nephews. Lou's son Louis Jr. was an electrician sailing for SIU and was aboard the ill-fated EL FARO when it was lost on October 1 with its entire crew.

## JOHN N. ETEROVICH



John Eterovich sailed into the sweet hereafter on October 22, 2015 at the age of 92. His parents had immigrated to San Francisco from the island of Brac in Croatia. Born and raised in the Excelsior district of San Francisco, he graduated from Balboa High School in 1941. John convinced his mother to let him join the Merchant Marine and he graduated from the U.S. Merchant Marine Academy (USMMA) in Kings Point, New York. John, the erstwhile adventurer spent the next 25 years traveling the world on large vessels including the JEREMIAH O'BRIEN. He always returned home from exotic ports of call with wooden animals and figurines and shared these treasures with his 12 nephews and nieces. Never one to sit still, John spent the 70s and 80s as an engineer at SF General Hospital for his second 20 year plus career. During this time John enjoyed

the 49ers and lived in El Granada, Sebastopol, San Francisco and eventually settled in Santa Rosa. John was an avid gardener who could turn a hard plot of land into an organic oasis. You could find him among his dozens of dwarf fruit trees and vegetable planter boxes every day, sampling his bounty as he tilled the soil. The "vegetation," as he called his garden, was his lifeblood and daily avocation. He was a member of the Slavonic Mutual Benevolent Society (SMBS) Croatian Cultural Center in SF for 67 years. He was a great supporter of the Scholarship and Building programs. John never married, but was everybody's favorite seafaring Uncle. He was a gentle swashbuckler that loved to laugh. He will be missed by all who knew him. He is survived by sisters Winnie Biocini and Frances Bulanti, brother-in-law Charlie Bulanti and sister-in-law Danica Eterovich, the aforementioned dozen nephews and nieces and a bevy of great nephews and nieces. Special thanks to Nettie Melara, Angie Mercado and John Biocini for their love and care over the last 5 years of Johnny's life "at his heaven" in San Jose.

## ROBERT STEPHEN FOOTER



Robert Footer sailed toward safe haven on July 31, 2015 at the age of 80. He graduated from Morse High School, Class of 1953, and Maine Maritime Academy, Class of 1956. Robert was commissioned in the U.S. Navy where he served as an engineer until 1959, earning the rank of Lieutenant. Following his service he became a merchant mariner and enjoyed traveling the world on oil tankers, cargo ships, and the passenger liner CONSTITUTION. In 1969 he started working for Georgia Pacific as an engineer until he heard the call of the ocean again and began shipping out once more. In 1988, Robert went back to Georgia Pacific, retiring in 1996. He was an avid New England sports fan and enjoyed tending to his yard and gardens, home improvement projects, golfing, hunting, and especially woodworking in his "New Olde Barn." Survivors include his wife of 58 years Barbara Footer; sons Michael, Ronald,

Jim, Steve, Rick and Donald; 12 grandchildren; five great-grandchildren; and brother James. In keeping with Robert's wishes, there was service. He is destined to be returned to the ocean, the place he cherished most.

## STEPHEN ROBERT FRANKS



Steve Franks peacefully departed this world to reunite with his loving wife, Patricia. Steve moved from Spokane, WA to Santa Cruz,

CA where he attended Star of the Sea Elementary and then Holy Cross High School. He graduated a year early and enrolled at the Academy in Kings Point. He went on to serve for many years as an engineer onboard various vessels. He also served as a Lieutenant in the Navy and Naval Reserves. Steve then earned a degree from USF. One of his fondest memories was playing football for the university. Steve met Patricia, the love of his life, in 1956 on a visit to his home in Santa Cruz. Together they raised their children in San Francisco and Seattle. For 25 years he worked as a Union official for the M.E.B.A. and upon retirement, he returned to the city and home he loved. Steve was a member of SIRS, Knights of Columbus of Santa Cruz and Holy Name Parish for over 50 years. He was recognized by the Blood Center of the Pacific for countless apheresis and blood donations. He had a strong personality and an amazing sense of humor and continued to make jokes up until the day before he died. He loved to do the crossword puzzle, have a glass of red wine, and most of all, be with his family. He was happiest with his wife Patricia of 45 years and missed her dearly for the last 10 years. He always said, "I made the living, but she made the living worthwhile." He was the most generous and loving father, grandfather and great grandfather. Deeply saddened but grateful to be present at his passing were his seven children: Cindy Forbes, Judy Forbes, Bob Franks, Mike Franks, Jeff Franks, Mary Golden and Susan McHale. He is also survived by his sister Rita Bohner and brother James. He was the cherished patriarch of 18 grandchildren and 6 great grandchildren.

### **RALPH HULL GOLDSMITH**



Ralph Hull Goldsmith, 93, earned his angel wings on October 1, 2015 in Fort Pierce, Florida. He was born in Patchogue, NY and moved to the

Treasure Coast in 1980 coming from Center Moriches, Long Island, NY. He was Chief Engineer sailing with the Military Sealift Command for years and aboard oceangoing merchant ships for various companies. He shipped out during WWII and also served with the US Coast Guard. He was a lifetime member of the Masonic Lodge. Ralph was always happy go lucky and enjoyed life having traveled all over the world. Survivors include his son Gregory; grandchildren LeaAnn Goldsmith, Timothy (Amy) Goldsmith, John Goldsmith, David Goldsmith, Michael Goldsmith; great-grandchildren Shane Goldsmith, Preston Goldsmith, Allison Goldsmith and Abigail Goldsmith; and daughter-in-law, Robin Drumb.

### **RALPH ELMO GROOT**



Ralph Groot sailed into the next life on May 19, 2015 at the age of 86. He last sailed with Matson Navigation in 1986 aboard the SS LURLINE

shortly before his retirement. He joins his wife Keiko who died in 1998.

### **EDWARD J. HALLINAN**



Edward J. Hallinan eased into eternity on July 17, 2015 at the age of 86. Born in Brooklyn, NY and a SUNY graduate, Ed shipped out for many years on a variety of vessels. He was a member of Smyrna Yacht Club and was a voracious reader. Survivors include his wife Kristina; daughter Stephanie McDonald; step-son, Stuart Maclean; brother James; and three grandchildren.

### **LEONARD V. HANSON**

Leonard Hanson climbed the gangway to the great beyond on June 14, 2015 at the age of 70. He had a long and productive shipping career that culminated in his 1987 retirement following a last voyage with U.S. Lines aboard the AMERICAN

NEW JERSEY. He was a resident of Urbanna, VA and leaves behind many family and friends.

### **PRESTON HARRISON**



Preston Harrison sailed into the sunset on August 16, 2015 at the age of 86. He served in the U.S. Navy during World War II then joined the M.E.B.A. and served his

country during the Korean, Vietnam and First Gulf wars as part of the Fourth Arm of Defense. With the Navy he assisted Explosive Ordnance Disposal efforts in Hawaii. After a successful shipping career, he served as an Instructor (Labor Relations) at the Calhoun M.E.B.A. Engineering School when it was located on 9 Light Street in Baltimore, MD. He has his own bench at the M.E.B.A. Merchant Marine Memorial garden at the School in Easton, donated by admiring and grateful members. He was a member of Carolina Pines Country Club where he was an avid golfer and was also a member of St. Mary's Free Will Baptist Church. Preston is survived by his wife Mary; daughter Janine Harrison; son Kenneth; brother Christopher; sisters Lula Walsh and Sybil Lennox; grandchildren Brandon Bliss and Mary Bliss-Flynt and great-grandchild Aubrey V. Bliss.

### **JAMES B. HOLLAND**



Jim Holland shipped off toward his final destination on May 8, 2014 at the age of 89. He was raised and attended school in the

Miami, Chamois, MO area. He joined the Union and sailed in support of the war effort during World War II. After the Japanese surrender he got married to Rachel Kronk and eventually had four children; James, Renita, Karetha, and Jeffrey. Jim was employed as a machinist for various companies in the aircraft field. He was a dedicated Christian and a member of Faith Assembly of God in Sullivan, MO. He is survived by his sons and daughters; sister Helen Manning; 6 grandchildren; one great-grandchild; and other relatives and friends.

### **ALPHONSE JOHNSON, SR.**



Al Johnson, Sr. exchanged life for eternity on June 14, 2015 at the age of 81. He distinguished himself aboard the many vessels he sailed as he shipped out

all over the world. He last went to sea in 1992, shortly before his retirement, for Sea-Land Service. He was preceded in death by the mother of his children, Elvira Johnson and is survived by daughter Courtney, son Alphonse Jr., grandchildren Justin Smith, Zoe Otis, Joshua Otis and Jordan Johnson; brothers Knoxie, William and Clarence; sisters Beulah Bradley, Dorothy Favors, Mildred Reeves, Flora Riddick, and Gwendolyn McZeek-Foster. Also cherishing his memory are a host of nieces, nephews, cousins, extended family and devoted friends.

### **FRIEDRICH WILHELM KRUEGER**

Captain Friedrich Wilhelm Krueger sailed off to his final port of call on August 9, 2015 at the age of 77. He was born in 1938 in Naulin, East Germany to Johannes & Anna Emelia Siegert Krueger and immigrated to the U.S. when he was 18 years old. He then enlisted into the U.S. Navy where he served for four years. He joined the M.E.B.A. and rose to the rank of Captain. He had a long career working in the steamship industry, and retired from executive management having worked with various companies, most notably American Export Lines. He moved to Dade City a decade ago from Morris Plains, NJ. He was an active member of The Family of Christ Lutheran Church in New Tampa, and enjoyed participating in the construction of the church. He is survived and is greatly missed by his wife of 54 years Ilse; children Fred, Heidi Dileone and Holly Kunkemueller; brother Detlef; and grandchildren Ann Krueger, Katharine Krueger, Michael Krueger, Jonathan Dileone, Eric Dileone, Benjamin Kunkemueller, Sara Kunkemueller and Elizabeth Kunkemueller.

### **THOMAS W. LAWRE**

Thomas Lawre reached his final shore on June 21, 2015 at the age of 82. He had a long and productive career with the M.E.B.A. and shipped out for a

*continued*



variety of companies and sailed to every corner of the earth. He last shipped out aboard the SS LONG BEACH with Sea-Land Service in 1987. He retired the following year. Tom was a resident of Vancouver, WA and is survived by his wife Roberta among others.

### **RAYMOND J. LYON**

Ray Lyon steamed off toward the undiscovered country on June 26, 2015 at the age of 82. He was a resident of Honolulu, HI and shipped out for a variety of vessels on the West Coast. He last went to sea in 1994 aboard the SS MAUI with Matson Navigation. He joins his wife Fumie in death and is survived by friends and family.

### **WILLIS HEYWARD McFADEN**



The creator rang down 'finished with engines' for Willis McFaden on October 12, 2015 at the age of 92. Never married, Willis lived the good life centered around his love of ships

and the ocean. During the early years of World War II he served in the U.S. Coast Guard on active duty and received medals, badges, citations, a Presidential Testimonial Letter and Victory Medal. He then sailed on ships such as SS FREMONT OLDER, SS SHENANDOAH and the SS FORT MOUTRIE. In February 1945 he received a certificate of graduation from the United States Maritime Service Officers' School in Alameda, California. At this time he was commissioned as an Ensign in the U.S. Maritime Service. He worked up the ranks and became Chief Engineer of any horsepower (steam). When he wasn't sailing, he made his home near Seawall Boulevard in Galveston, TX. After his retirement he rode thousands of miles along the Seawall on his bike and kept a record while observing the sea and ships coming and going. He is survived by his sister Evelyn Yon; brother Adger; nephew Gaylon Sr.; nieces Sheila McCurley; Angela Chambliss and Jennifer Daugherty; and many great nieces, nephews and cousins.

### **JEFFREY ALBERT McMANN**



Jeff McMann sailed into safe harbor on July 12, 2015 at the age of 68.

He was born in Bath, Maine and graduated from Maine Maritime Academy in 1969. For the next 37 years, he shipped out on a variety of vessels and made numerous voyages as Chief Engineer before his 2007 retirement. He last sailed with Horizon Lines aboard the USNS BOWDITCH. He will always be remembered for his infectious laugh, the ability to have fun in any situation, his love of the ocean, the enjoyment he had while hunting, camping, motorcycling, hiking, and spending time with his family. He was a lifetime member of the NRA and previously a member of the Falmouth Rod and Gun Club. Jeffrey is predeceased by his brother, Peter McMann and sisters, Linda and Gretchen McMann. He is survived by his three daughters, Margret "Beth" Cook, Susan Grant and Kate Cote; grandchildren Kenny & Maryah Cook, Joshua and Alexis Grant, and Sophia and Jacob Cote; and his previous wife and lifelong friend Jean.

### **DENNIS D. MORELAND**

Dennis Moreland pushed off toward his final frontier on July 20, 2015 at the age of 71. He went to sea on a variety of vessels and sailed all over the world. He last sailed with Sea-Land Service in 1993, a year before his retirement was finalized. Dennis is survived by many family and friends including his brother Gary.

### **FELICITO NIEVES**

Felicito Nieves sailed to further shores on July 6, 2015 at the age of 97. He was a World War II mariner who continued shipping for the Union in times of peace as well. He was well traveled and continued his sailing career until 1969 when he finally hung up his calipers. He was a resident of Toa Alta, Puerto Rico and is survived by his wife Luisa as well as children Ed, Joshua and Ronald Nieves and Deborah Coffee.

### **BRIAN JOHN NORTON**

Brian Norton eased into the firmament on October 28, 2015 at the age of 59. Brian spent his youth in Needham, MA. A man of many talents, Brian could quote poetry as easily as he could discuss politics, religion or the workings of machinery. He took pleasure in small things such as reading the daily newspaper, eating fresh summer corn or Kimball's ice cream, and reciting Seinfeld. Although Brian's work accomplishments were many, his pride and joy was his family. Whether enjoying time at their home in Rindge, NH or travelling to visit one of his children, he always relished the time he spent with his family. Brian believed in appreciating and living in each and every moment and encouraged those around him to do the same. A graduate of Massachusetts Maritime Academy, Brian sailed for 22 years - 14 as Chief Engineer for Lykes Brothers SS Co. More recently, Brian worked for Seaworthy Systems and the State of CT as Director of Facilities Operations, CAS. He is survived by his loving wife and best friend, Dawn, children Korinne Lassiter, Cameron Beau Lassiter, Kettie O. Norton and Iestyn M. Norton; brother Russell; sister Michele Norton; brother-in-law Tom Donovan, and many loving in-laws, nieces, and nephews.

### **CARL Y. PAGE**

Carl Page shipped off to the source on September 5, 2015 at the age of 83. He had a long and productive career with the Union and was a wizard in the engine room. He last sailed with Sea-Land Service in 1988 before his retirement. As a pensioner, he continued to support the M.E.B.A. and its Political Action Fund. He is survived by many family and friends including his wife Virginia.

### **RICHARD JOSEPH PORCELLA**

Richard Porcella sailed into another life on August 9, 2015 at the age of 73. He spent the first five years of his life in Seattle and the next 13 growing up in Anchorage, AK, where

he graduated from Anchorage High School. Shortly after graduation, he joined the Navy and received a disability retirement. Upon retirement, Richard pursued a career as a seagoing engineer and joined the M.E.B.A. He last worked aboard the M/V KENNICOTT, a ferry in the, Alaska Marine Highway System. Richard was a globetrotter on and off the job, traveling to over 75 countries. His travels were noted in a featured article in *The Wenatchee World*. He also enjoyed spending time in Astoria, OR, where he attended Marine Engineering School. Richard received a personal Letter of Commendation from Colonel W.M. Mantz for his efforts to overcome the damage and restore power following the March 27, 1964 Alaska earthquake. Richard lived his life always thinking of others first; he had a hard time saying no. He enjoyed having conversations with everyone, including people he met on the road. He will be greatly missed by all who knew him. He is survived by his brother Gordon Porcella among others.

### STEPHAN PRESLUPSKI



Stephan Preslupski found his safe haven on October 17, 2015 at the age of 95. He proudly served his country in the U.S. Navy as Chief Petty Officer during World War II. He then joined the M.E.B.A. and shipped out for 20 years. Later on he worked for Peerless Steel for 11 years. Stephan married Mary Muehlenbeck in 1970. She survives him. He was a member of Ascension Lutheran Church and a member of VFW Post 1566. Surviving are two sons and three daughters: Gary Jacques, Connie Bush, Julie DeShone, Stephanie Jarvis and Stephan Michael Preslupski; grandchildren Eric Jacques, Heather Beson and Brandi Goodman; eight great-grandchildren and sisters Alice Housner and Katy Temple.

### AVERKIOS E. ROUMANIDAKIS

Averkios E. Roumanidakis made his final voyage in August 29, 2015 at the age of 87. He was a Chief Engineer who shipped out for a variety of companies including

Sea-Land Service. He is survived by many family and friends including wife Georgia and children Roula Erickson, Deno and Emanuel Roumanidakis; grandchildren Al and Christen Erickson, Alex, Jorgia, and Johnny Roumanidakis; sister Helen Paraskevas; and many nieces and nephews.

### GARY W. SCHMIDT



Eight bells rang for Capt. Gary Schmidt on October 2, 2015 at the age of 69 after a three-year struggle with cancer. Gary grew up in Sturgeon Bay, graduated from Sturgeon Bay High School, and spent four years in the U.S. Navy. In 1972, he went to work as a deckhand, mate and captain for Selvick Marine Towing out of Sturgeon Bay. Sailing was his life, and his many certificates attest to that. His first Great Lakes Master's license, Master of Uninspected Towing Vessel, was acquired in 1973 when he became a captain for Selvick Marine. Gary's other credentials included a Western Rivers License—Master of Towing for Uninspected Towing Vessels; an Inland License—Master of Towing; a Near Coastal License—Master of Towing; and a Great Lakes Uninspected Towing Vessel License—Master of Towing. He was also certified as an Able Bodied Seaman, and in ECPINS (Electronic Chart Precise Integrated Navigation Systems), and in the Global Maritime Distress Safety System, Class 1 and Class 7. He also had an Unlimited Radar Observer License. Since 1973, he commanded tugs on the Great Lakes and on Western Rivers including the Mississippi and the Illinois, from Minneapolis to Cairo, IL, and the Chicago Sanitary and Ship Canal to Lake Michigan. In 2000, Gary became captain of the tug/barge DOROTHY ANN/PATHFINDER, Capt. Schmidt wrote about his long career as a Great Lakes seaman in his book, "Real, Honest Sailing with a Great Lakes Captain," which he co-authored with Warren Gerds after his 2014 retirement. Gary is survived by his wife, Mary and their two children Joseph and Katherine. He is also survived by his sister Mari Weidman,

brothers Dale, Dan and Brian; in-laws, Barbara Korotev, Sue Schmidt, Louise Pfothenauer, Peter Pfothenauer, and Michael Pfothenauer; cousins Kathy Gerds; and many nieces and nephews.

### WILLIAM H.C. SELF



Capt. William Self stood his final watch on September 23, 2014 at the age of 87. As a Navy officer, Bill served for 26 years including three wars, World War II, Korea and Vietnam. In Vietnam he was awarded the Bronze Star with Combat "V". He commanded three vessels in his Navy Career: The USS ADVANCE (MSO-510); USS MERRICK (AKA-97); and USS O'BRIEN (DD-725). He served as commanding officer of the Destroyer USS O'BRIEN from 1963-1970. As an M.E.B.A. member, Bill piloted ships through the Panama Canal and transported Liquefied Natural Gas from Singapore to Japan. In 1980, Bill and family moved to Orlando where he developed another career in Real Estate. He is survived by his wife Elizabeth, and four of his children and their families: William and Lisa Self; granddaughter Jessica and Jeff Cesal; and grandson Phillip and Kristen Self; Andrew and Kathy Self and his granddaughter Sara; Lura and Matt Thursam and his grandson Max; and Eben and Suzanne Self and his granddaughters Grace, Harper, Brooke and Emerson; and many nieces and nephews and other family members.

### WAYNE C. SHAW



Wayne Shaw sailed for the great unknown on Aug. 1, 2015 at the age of 72. He graduated from Maine Maritime Academy in 1965 and married Virginia Percy later that year. Right out of school he suited up with the M.E.B.A. and began a stellar and productive career. He retired as Chief Engineer from Waterman Steamship Corporation in 1997 after sailing for a variety of shipping companies. Wayne loved the outdoors and spent countless hours hunting, fishing, snowmobiling and logging

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from his retirement home and camp near Greenville, ME. He and his wife Ginger enjoyed following NASCAR up and down the eastern seaboard. For the last few years he took great pleasure in watching his grandsons' sporting events. He is survived by his wife of 49 years, sons Ron and Gerry; daughter Kelley; grandchildren Taylor and Brogan, Amanda and Stephen, and his loyal Springer Spaniel Sully.

**FRANCIS CARL SIMMONS**

Frank Simmons steamed into the hereafter on September 18, 2014 at the age of 84. He had a long and productive career with the Union and loved talking about his days at sea traveling the world. Frank was incredibly grateful for all of the people in his life, especially his wonderful neighbors, friends and siblings that were there for him in recent years. He had a huge heart and a nickname for everyone. Frank was married to Mary for 55 years and joins her now in death

watching over their two children Patricia Benoit and Ronald Simmons, son-in-law Marc Benoit, and grandchildren Michael, Amanda Benoit, Dylan and Eli Simmons.

**RALPH GEORGE TROTTER**

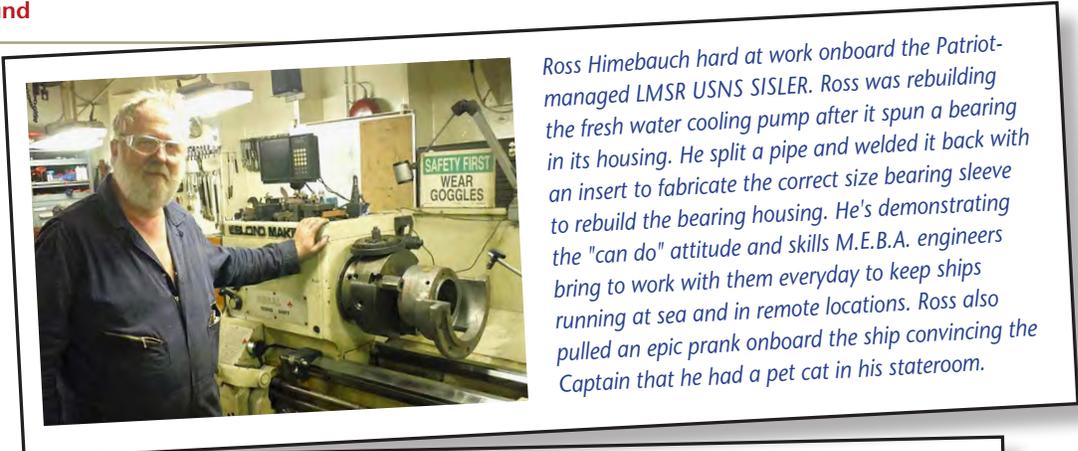
Ralph Trotter embarked on his final passage on October 2, 2015 at the age of 88 surrounded by his "posse" – his beloved wife, three daughters, and his dog Abby. The youngest of four children, Ralph graduated from the U.S. Merchant Marine Academy in 1948. His 30-year career as a Chief Engineer with Lykes Brothers Steamship Company allowed him to travel the world many times. He is survived by his loving wife of 65 years Ellen; daughters Laura Naman, Cathy Lovett, and Kelly Willcox. He is also survived by his brother Lane; granddaughters Bonnie Lovett, Melanie Naman and Sarah Sandling; and great-grandchildren Julian and Adalyn Sandling. Ralph was a wonderful husband, father,

grandfather, and great-grandfather who will be greatly missed.

**LESLIE TYO**



Leslie Tyo made his last muster on August 21, 2015 at the age of 90. Born in Sackets Harbor, N.Y., he had a productive and notable shipping career. He commanded engine rooms in vessels that traveled the world's sea lanes. Les later worked as a port engineer in the years before his retirement in 1986. He was active in the Beaverton Lions Club and was especially honored to have received the Helen Keller Benefactor and the Melvin Jones Fellow awards. He loved to golf and played in a tournament three days before his death. He is survived by his wife, Margaret "Peg" Tyo; children, Ronald, Paul, Madeline Davis and Marilyn Bodily; and several grand and great-grandchildren. He was preceded in death by his beloved daughter Gayle.



*Ross Himebauch hard at work onboard the Patriot-managed LMSR USNS SISLER. Ross was rebuilding the fresh water cooling pump after it spun a bearing in its housing. He split a pipe and welded it back with an insert to fabricate the correct size bearing sleeve to rebuild the bearing housing. He's demonstrating the "can do" attitude and skills M.E.B.A. engineers bring to work with them everyday to keep ships running at sea and in remote locations. Ross also pulled an epic prank onboard the ship convincing the Captain that he had a pet cat in his stateroom.*



*Following a membership meeting, members gathered outside the Seattle Union hall where a Jane Magnolia was planted in honor of Labor Day. Left to right are Seattle Branch Agent Jeff Duncan, Patrick Murphy, Eric Wiberg, Dan Rhodes, Richard Brown, Allen Arnesen, Greg Herz, Mark Lund, Rob Johnson (hiding behind Jane), Bruce Huntington, Steve Walker, Christian Konopowski, Hez Bolton and Seattle Patrolman Kevin Cross. You can see the cranes at the Port of Tacoma in the background.*

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The engineering department on the Military Sealift Command Hospital ship USNS MERCY. The group just wrapped up its successful Pacific Partnership 2015 mission (humanitarian assistance & disaster relief preparedness in the Indo-Asia Pacific Region). USMMA Cadets (prospective M.E.B.A. card carrying members) are in the top middle and include Isahia Koontz, Josh Jepsen, Ryan Roberts, Jack Walsh, Cassie Pederson and Shawn Kessler. M.E.B.A. Engineers are peppered throughout the photo and include Chief Engineer Brian Muir, 1st A/E Bruce Johnson, 2nd A/E Quang Tran, 2nd A/E Rafael Yap, 3rd A/E Bryan O'Donnell, 3rd A/E Steven Grieco, 3rd A/E Dan Martens and 3rd A/E Bob Benney.



Some of the members that keep the MAERSK MEMPHIS running smoothly. Onboard the MSP containership at the Port of Houston's Bayport Terminal are (l-r) 2nd A/E Mike Kelly, 3rd A/E Robert Mello and Port Relief Engineer Barry Miller.



2nd A/E Marcus Humphreys and 3rd A/E Jeremy Bagatta closing the side doors on the main engine after an inspection onboard the CHARLESTON EXPRESS. The MSP containership is managed by Marine Personnel & Provisioning - known to many members as Marine Transport Lines.



While the MAERSK OHIO was docked at the Port of Houston's Bayport Terminal, members took the time to do some work on the #6 exhaust valve. Left to right are 1st A/E Miguel Rivera, C/E Robert McCarthy, 3rd A/E Jesse Ferenczy and 2nd A/E Aleksei Koujel.