

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Third Quarter 2014



**M.E.B.A. Pivotal
in Destruction of
Syrian WMDs**



Faces around the Fleet



USNS WATKINS Chief Engineer Justin Litterine (l) with his proud father Jeff who toured the vessel recently at the drydock in Bayonne, NJ. The Patriot-managed LMSR completed an 80-day availability at the yard and sailed back to Newport News to await cargo.



M.E.B.A. Deck Officer Bill Kenneweg hiking the Wonderland Trail encircling Mt. Ranier.



On deck of the Ready Reserve Force ship REGULUS are (l-r) Second Mate Steve Wessling, Third Mate Jason Ihrig and Chief Mate Frank Leo. Keystone manages this Fast Sealift Ship that is berthed in Beaumont.

On the Cover:

The international mission to neutralize Syrian chemical weapons components aboard the M.E.B.A.-crewed CAPE RAY was a major success. The operation ensured that those Weapons of Mass Destruction will not be used against Syria's people as they have in the past. During the "welcome home" ceremony with the Maritime Administrator are M.E.B.A. mariners who were with the Keystone-managed CAPE RAY at the time of mission completion. Left to right are Maritime Administrator Chip Jaenichen, Chief Mate John Verrilli, Captain Rick Jordan, 2nd A/E Leif Hesselbee, 3rd A/E John Langley, 3rd A/E Elliot Lewis, Atlantic Coast V.P. Chris Guerra, 1st A/E Peter Brown, C/E Christopher Myers, ARA Radio Officer Bruce Durrant and 1st A/E Tom Tompkins. Not pictured were Second Mate Seth Pinto, Third Mate Brian Campbell, Third Mate Mike Tuttle and 3rd A/E Bryce Stephens. Several other members sailed with the vessel on an earlier stage of the mission before relief. Some of those members, among others, included 1st A/E Dominic Walsh, 1st A/E Harold Wagstaff, 2nd A/E Stephen Shea, 3rd A/E Nick Ridgway, 3rd A/E Eric Shea. Chief Mate Jack Menendez and Third Mate Doug Sier. Thanks to Norfolk Branch Agent Tracy Burke who snapped this shot.

Marine Officer

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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels, drillships and in various capacities in the shoreside industries. In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.



Message from the President

Calhoon M.E.B.A. Engineering School (CMES): Training – Recruitment - Retention

Training

Since the beginning of the year, the budget and operations of CMES have been scrutinized with the goal of reducing expenses while sustaining its training mission. After an objective third party audit was performed, cost savings were identified and specific actions were taken with the approval of the Trustees.

The Director and his key staff made a concerted effort to identify areas of significant savings which should go a long way towards ensuring sustainability of CMES operations. The decisions made were not easy and the changes affected everyone working at the school.

While the cost savings measures at CMES have been effective without affecting the core mission and operation, there is still more work to be accomplished, which includes increasing revenues from M.E.B.A. contracted employers and from outside sources.

The Training Plan & CMES exist to provide, as directed by the Trustees, the following on a priority basis:

1. Courses to address STCW requirements, USCG COI restrictions, and training demands for service on Government-owned vessels.
2. Courses for contracts negotiated with the USCG, the USN and MSC.
3. A viable Cadet-Internship Program.
4. Courses recommended by the Director and approved by the Trustees to provide the skills and abilities needed to fill the billets of participating employers.

THE M.E.B.A. Training Plan supports the M.E.B.A membership to maintain active Merchant Mariner Credentials (MMC), for license upgrading, STCW requirements and training required by government contracts. Recently the Cadet-Internship program was initiated to support recruiting new members.

CMES is an integral part of our Union's operation and our members and contracted employers cannot ignore this reality. The Calhoon M.E.B.A. Engineering School is recognized as an indispensable asset and should be treated as such. CMES is operated utilizing Training Plan assets. It is the Trustees' fiduciary responsibility to manage and use those assets for the exclusive benefit of participants.

In order to share in the responsibility of maintaining CMES' mission and operations, contributions to the Training Plan

should match the training requirements of each employer, based on the number of billets on the employer's vessels. We will continue to negotiate with all contracted employers, through the collective bargaining process, to increase Training Plan contribution rates in order to ensure the quality and continuity of CMES operations.

Active members are aware of the challenges associated with a continuously changing regulatory and cost environment as it pertains to maintaining professional credentials. The staff at CMES expends considerable effort to research, develop and deliver the courses associated with these regulations so that the membership has access to this training in advance of their implementation and/or enforcement. In addition to accommodating STCW-related training, CMES has accepted more government vessel training burdens, trustees' challenges to offset operating expenses via commercial customers, implementation of company-required training / proficiency testing and recruiting assignments / programs aimed at the academies and armed forces. M.E.B.A. members and employers should acknowledge this effort.

Recruitment

At the start of the year, our new administration met to discuss, among other things, the need to intensify recruiting, starting with increasing the number of cadets in our Licensed Cadet Intern program. The Trustees increased the program allocation at both the February and April meetings to allow 120 midshipman-cadet interns to participate annually.

This past July CMES accommodated over 50 interns, representing 6 of the 7 maritime academies. For three weeks the cadets were run through a series of training courses and proficiency tests to prepare them for employment in our Union. The CMES courses required for employment onboard our contracted vessels were stressed in order to provide employment opportunities immediately upon graduation and application with the M.E.B.A.

By all accounts the upcoming 2015 Cadet-Internship program has been very well received; just as was the case during these last two years. CMES played an integral part by originating the program in 2012, then carrying through with its implementation. The Management, Instructional and Support Staff should be applauded for their efforts to both establish and run this successful program. The President of New York Maritime (SUNY) visited M.E.B.A. HQ recently after a visit to CMES. He was very impressed with our

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training school, the Cadet-Internship program and looked forward to providing more cadets from his academy next year.

I give the intern program high praise because it is very cost effective and fully utilizes CMES to the benefit of both the Union and employers. But that is not where it ends as our Union officials also continuously work on recruiting at these academies and deserve significant recognition. It is extremely important that our Union Officials and Members communicate continuously and directly with the cadets at all (7) maritime academies. Additionally Members onboard ship, working with cadets or other potential candidates, should be promoting our Union and the associated benefits of a career with the M.E.B.A.

CMES is also working with other organizations such as MarAd, MITAGS and the Chesapeake College on providing career-paths for military veterans seeking maritime employment following discharge. The Military to Mariner program, while a source of potential mariners, is clearly not easy to navigate for veterans. With this in mind, CMES and these partners are developing a means for veterans, with the required sea time and MMC, the path to a USCG license. Hopefully in the near future we can work with these veterans to allow them to continue on with their ambitions, eventually choosing a career with the M.E.B.A. as a result.

Retention

Since being elected I've had my share of discussions with our officials and members concerning how the Union could retain more active members. At the same time we've also discussed with employers their concerns with the ability to

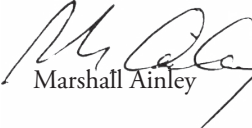
retain personnel on their vessels. It is common knowledge there is work available in the various sectors in our industry which creates a draw away from our Union and others.

With constant pressure on costs and wages in all fleets, it is obvious that if there are opportunities elsewhere, then a workforce with specific knowledge and training, such as merchant mariners, will continue to seek out these opportunities. It has become apparent to all that the retention issues boil down to quality of life, wages and benefits. The economics of supply and demand have to be considered in all decisions going forward.

I've stated before we can't retain a strong pool of active mariners without a collaborative effort between labor, employers and government. Employers concerned with manning both commercial and government contracts must do their best to ensure they are providing a work environment conducive to retaining employees along with a wage and benefits package appropriate for the work performed. If there are specific reasons our members are seeking work elsewhere, then the reasoning should be apparent and we should all work towards correcting it.

It is my belief if we run our Union and Plans efficiently, appropriately represent our members as required in the collective bargaining process, adhere to our CBAs and continuously require membership involvement, the M.E.B.A. will continue to remain a strong union and the best career decision for many present and future members.

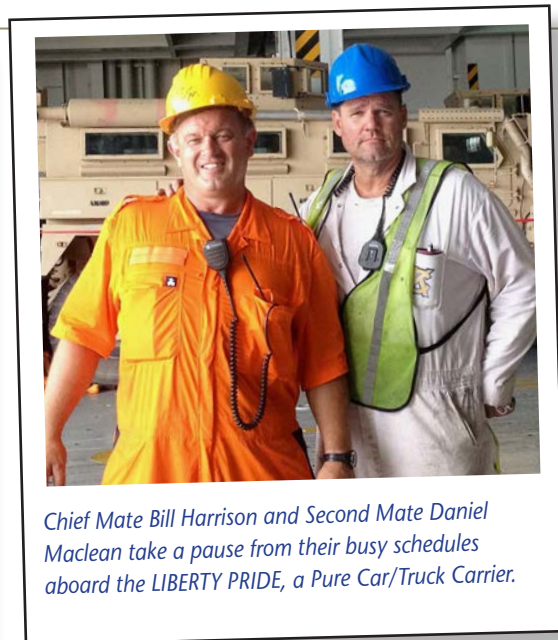
Fraternally,



Marshall Ainley



3rd A/E Yolanda Green (at left) and 2nd A/E Nate Gatchell working on the #6 exhaust valve aboard the CHARLESTON EXPRESS (Marine Transport Lines).



Chief Mate Bill Harrison and Second Mate Daniel Maclean take a pause from their busy schedules aboard the LIBERTY PRIDE, a Pure Car/Truck Carrier.

CAPE RAY – Professionalism, Precision & Pride



A helicopter drops off supplies to the CAPE RAY in August as the vessel processed chemicals aboard ship while in the Mediterranean. Following an international agreement brokered by the Russian Federation, two Field Deployable Hydrolysis System (FDHS) units installed on the main deck of the RAY rendered about 600 metric tons of Syrian chemical weapons components inert. The chemical agents would have been used to make deadly Sarin and Mustard Gas. After neutralization, the 1.5 million gallons of effluents were then delivered to Finland and Germany for ultimate disposal.

Photo credit: U.S. Navy Mass Communication Specialist Seaman Desmond Parks.



Reminded repeatedly by upper level Government principals that this high-profile operation demanded perfection, the CAPE RAY crew, headed up by Captain Rick Jordan and Chief Engineer Chris Myers, delivered in spades – a fact that didn't surprise their unions or U.S. shipping observers. The U.S. Merchant Marine has been delivering the goods for this country with the highest professionalism and expertise - in both peace and in war - since 1775. "Our nation's reliance on our maritime community is centuries-old," said U.S. Transportation Secretary Anthony Foxx. "From the Revolutionary War and through every major crisis in our nation's history, our mariners have willingly defended and served Americans with valor, and these men and women continue in that noble tradition."

Photo credit: U.S. Navy Mass Communication Specialist Seaman Desmond Parks.



The crew of the Keystone Shipping-managed CAPE RAY (M.E.B.A. & SIU) following completion of the mission. They are seen here (at right) with Maritime Administrator Chip Jaenichen and other "Welcome Home" ceremony speakers who are standing to the side at left. Not a single drop of the hazardous chemicals escaped during the neutralization, no mechanical failures prevented any aspect of the ship's assignment, and no one was harmed during the entirety of the mission. MSC Commander Rear Admiral Tom Shannon praised ship manager Keystone Shipping for its role in the operation saying that the company, "stepped up to the plate in a huge way."



M.E.B.A. Chief Mate John Verrilli, third from right, reiterates safety precautions to crew members aboard the CAPE RAY in preparation for helicopter operations. The 648-foot roll-on/roll-off ship is one of 46 vessels in the Maritime Administration's Ready Reserve Force fleet. The vessel is managed by Keystone Shipping and crewed by M.E.B.A. in all licensed positions. SIU represents the unlicensed.

Photo credit: U.S. Navy Mass Communication Specialist Seaman Desmond Parks.

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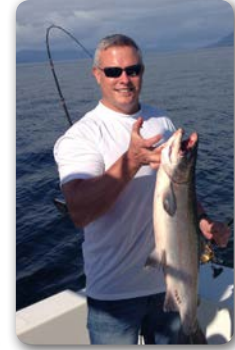
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With 28 years of experience in the financial services industry, and 15 years working with marine engineers, I fully understand the financial complexities, challenges and opportunities for marine engineers. If you are within one to two years of retirement you are about to make one of the biggest financial decisions of your life. You owe it to yourself to consult with a financial professional.

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- ✦ Roth Conversions
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- ✦ Tax Strategies



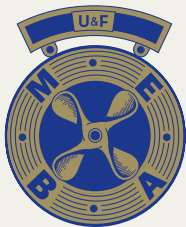
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Meeting Schedule

Port	Oct.	Nov.	Dec.
Boston	Mon. 6	Mon. 3	Mon. 8
Calhoun School	Tues. 7	Tues. 4	Tues. 9
Charleston	Tues. 7	Tues. 4	Tues. 9
Honolulu	Fri. 10	Fri. 7	Fri. 12
Houston	Tues. 7	Tues. 4	Tues. 9
Jacksonville	Wed. 8	Wed. 5	Wed. 10
L.A. (Wilmington)	Thurs. 9	Thurs. 6	Thurs. 11
New Orleans	Wed. 8	Wed. 5	Wed. 10
New York (New Jersey)	Thurs. 9	Thurs. 6	Thurs. 11
Norfolk	Thurs. 9	Thurs. 6	Thurs. 11
San Francisco (Oakland)	Tues. 7	Tues. 4	Tues. 9
Seattle	Mon. 6	Mon. 3	Mon. 8
Tampa	Thurs. 9	Thurs. 6	Thurs. 11



M.E.B.A. Third Mate Brian Campbell checks the electronic chart display and information system aboard the CAPE RAY in the Mediterranean Sea in late July. The vessel spent 233 days in operation as part of the mission that culminated in the destruction of Syria's declared stockpile of chemical weapons components. It took 42 days to neutralize the chemicals using the onboard FDHS units.

Photo credit: U.S. Navy Mass Communication Specialist Seaman Desmond Parks.



Maritime Administrator Chip Jaenichen presented Merchant Marine Medals for Outstanding Achievement to each of the 34-member crew. In addition the vessel was honored with the rare Professional Ship Award. At the September Welcome Home ceremony, the families of the CAPE RAY crew were also thanked for their unyielding support on the homefront during the mission.



M.E.B.A. Captain Rick Jordan, center left, addresses the ship's crew in May during a scheduled abandon ship drill in Rota, Spain. Capt. Jordan noted that the crew was elated to return home but harbored a touch of sadness that their historic mission was at an end. But he expressed pride that the crew's actions ensured that the chemical weapons components destroyed on the vessel can never be used to harm civilians – as they have in Syria's past.

Photo credit: U.S. Navy Mass Communication Specialist Seaman Desmond Parks.



At the Welcome Home ceremony in Portsmouth, VA in September are M.E.B.A.'s 1st A/E Peter Brown; 2nd A/E Leif Husselbee and 3rd A/E Elliot Lewis. Two days after Elliott's graduation from Massachusetts Maritime Academy in June, he joined the CAPE RAY for his first ever shipping job. The CAPE RAY crew was hailed by President Obama and DOD Secretary Chuck Hagel among many others. Everyone whose faith in American readiness, versatility and pure know-how was rewarded with the success of this mission.



The Four Chaplains award was presented by Keystone's Lou Cavaliere to the CAPE RAY during the Welcome Home Ceremony. The award was created in honor of four chaplains who gave up their lives for others during the sinking of the WWII Troopship DORCHESTER in 1943. Left to right are Lou Cavaliere, Captain Rick Jordan, Chief Engineer Chris Myers, Chief Steward Louis Johnson, Boatswain Bill Lima and Keystone Port Engineer Ned Howell. MarAd's Associate Administrator for Strategic Sealift Kevin Tokarski is all the way in back at left.

The CAPE RAY loaded up the chemical agents (representing 75% of Syria's declared chemical weapons stockpile) in Gioia Tauro, Italy. M.E.B.A. President Marshall Ainley remarked, "The professionalism of the men and women who volunteered to crew the CAPE RAY for the mission should not be taken for granted. The CAPE RAY mission should serve as a stern reminder of the need for both a viable US Merchant fleet and an active pool of mariners with the experience necessary to fulfill missions such as these. This mission is just another example of how our country depends on the US Merchant Marine whether in time of peace or war."

Photo credit: U.S. Navy Mass Communication Specialist Seaman Desmond Parks.



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At Anchor: Recent Retirees Shifting into Reduced Operating Status

Mohamed H. Ali	James H. Folsom	Kenneth E. Larpenteur	Antone P. Silva
Douglas Allen	Paul A. Garber	Thomas J. Maguire	Theodore J. Smith, Jr.
Costas Balomenos	John T. Haarmann	Reed V. Maloney	Brock Sorensen
David B. Black	Timothy L. Harrington	George R. McMullen	Dennis E. Such
Robert S. Bryant	Magnus Hines	G.K. Buck Pilkenton	Barry Van Vechten
David O. Burchill	Martin E. Hynes	Clarence H. Rater	Patrick A. Wanamaker
Robert Cole	Alan W. Huston	Bryan L. Rusk	
Douglas C. Dawes	Ray W. Justice	Gary W. Schmidt	



Calhoun M.E.B.A. School Certifications



The School's High Voltage Safety course graduating in late June drew a mix of M.E.B.A. and MSC students as well as two members of the U.S. Navy. Left to right are Mark D'Arcy, Scott Labrecque, Carl Davis, Joel Mason, Charles Dohman, Kirsten Figueroa, Nolan Schuetz, Adam Kingsley, Tru Sunderland (Instructor), Louie Belk and Bill Radaskiewicz (Instructor).



Lock and load! Another group of high caliber, straight shooting students graduated from the Small Arms course at the Calhoun M.E.B.A. Engineering School in late June. In front is Ross Himebauch. Left to right are Dave Sears (Instructor), Haven Hoffman, Andrew Stamm, Owen Philbin and Benjamin Larrabee.



Under the new STCW Manila Amendments, engineering officers with STCW management level licenses must complete the Engineroom Resource Management course among other requirements. At the graduation of the June ERM class are (l-r) Kevin Clancy, Tom Dewhirst, Don Mullett, David Bean, Mike Fanning (Instructor), Ray Jones, James Sutton, Larry Holbert, Barry Van Vechten, Tim Morton, Wilbur Roa and Mike Pride.



The two-week MSC Officer course includes CBRD, Small Arms and Damage Control training. At the late June graduation of the course are (l-r) Dan Tuel (Instructor), Michael Thomsen, Bernard Dumas Jr., Robert Eder, Ronnie West, Kwasi Manu, Ross Himebauch, Frank Byers, Joel Bem, Thidiane Kanoute and Steven Truelove.



The Leadership & Management course is required training for engine officers with STCW Management level licenses under the new Manila amendments. Left to right in late June are Dan Noonan (Instructor), Kathryn Danko-Lord (Instructor), Henry Mitchell, Wilbur Roa, Reginald Abrams, Timothy Kelley, Terrie Bailey, Donald Mullett, Larry Holbert, Eder Cruz, Clay Garcia, Barry Van Vechten, Maciej Szymkowski and Timothy Morton.

Beating the Buses for Next Generation Mariners



Houston Branch Agent Erin Bertram, a graduate of the Maritime Program at Texas A&M, frequently goes back to her alma mater to recruit young talent to the M.E.B.A. She also manned the M.E.B.A. booth at a recent "Military to Maritime" event and a local youth expo as well as other local events.

M.E.B.A. has always taken pride in its most valuable asset – our membership – they are the lifeblood of the Union. But ever-changing demographics dictate that the workforce be supplemented with new blood. The M.E.B.A. is hard at work in securing the sharpest, most skilled mariners to ensure the Union remains the finest source of seagoing labor well into the future.

Since 1960 when America's domestic and international fleet topped 1,000 ships, there's been a steady decline in U.S.-flag bottoms as our country weakened as a world shipping power. In 2014, the Maritime Administration listed less than 200 U.S.-flag ships of 1,000 or more gross tons. The rise of flag-of-convenience shipping with cheap, undertrained 3rd world labor has diminished the standing of U.S.-flag shipping in international trades. In addition, the implementation of

several tiers of stringent U.S. regulations – beyond what is mandated internationally – has helped drive up the cost of doing business under the U.S.-flag. Along with generous subsidies afforded by overseas powers that help keep their shipping afloat, many of our foreign-flag competitors also benefit from numerous tax incentives. As a result, the U.S. struggles to compete with our international counterparts.

With the loss of tonnage comes the erosion of the highly trained and qualified mariner pool that our country relies upon for vital sealift operations. If the trend is allowed to continue, our country may have to rely on overseas interests and foreign mariners during future U.S. sealift operations in times of war or national emergency.

But the good news is that the industry continues to discover new opportunities that could restore American shipping to the level of prosperity it once enjoyed. If our Congress truly wants to put U.S. shipping on an even keel, they need to support LNG export, short sea shipping and new and stronger federal statutes and programs that support the U.S. fleet, including the Maritime Security Program. Notwithstanding the cyclical nature of shipping, M.E.B.A. currently has jobs on the board that are keeping our members hard at work and enabling terrific opportunities for prospective new officers.

It has typically been challenging to lure Academy graduates away from lucrative shoreside opportunities to go to sea. Besides the need to maintain a growing list of required qualifications to ship, the demanding nature of the work, time away from family and absence of a 9 to 5 "normality" require unique individuals and commitment. But the rewards are significant.

M.E.B.A. has been working hard to attract the next generation of mariners who will crew our future ships. Many of those marine officers will hail from the nation's seven maritime academies – and initiatives like the Cadet Intern Program hosted by the Calhoun M.E.B.A. Engineering

Cadet Interns at the Calhoun M.E.B.A. Engineering School this summer. The Internship program allows budding engineers to get certified in key courses and paves their way into M.E.B.A. membership.





◀ **Member Jim Rowe and M.E.B.A. Oakland Patrolman Christian Yuhas (not shown) manned a booth at the California State Fair on a weekend in Sacramento while promoting the benefits of the M.E.B.A. and organized labor to throngs of attendees. West Coast officials and members also make great headway in promoting the Union to cadets at California Maritime Academy.**

Tampa Rep. Greg Quintana manned this nice looking table at the American Maritime Partnership's "Military to Maritime" conference in Jacksonville, FL. Such events are designed to help military veterans hook up with careers in the Merchant Marine. ➔



School (CMES) are helping many of them understand the life-changing, rewarding opportunities available from the M.E.B.A. and the U.S. maritime industry.

Though the advantages and benefits of membership virtually sell themselves, we still rely on Union officials, Academy alumni and members aboard ship to help make the case to budding young mariners. When M.E.B.A. covers a career fair or other event at one of the maritime schools, the Union most often sends a graduate of that Academy to inform cadets about the superior contracts and benefits our members enjoy. Younger M.E.B.A. members accompanying officials on recruiting missions help cadets better relate when they emphasize the shipping flexibility allowed by our rules. Young cadets may not be able to fully fathom the ability of our Benefit Plans to offer secure future retirement – but they can better comprehend that this Union wins its members the best compensation in the industry for a hard day's work.

Recruiting at the Academies is just part of M.E.B.A.'s broad-based effort to equip our member companies with exceptional shipboard labor.

The CMES Cadet Intern Program helps give cadets a leg up in translating their Academy skills to real world shipping opportunities. For the second year running, cadets from Academies across the nation took part in the three-week program at the CMES. The program immerses cadets in essential training and eases their way toward membership and M.E.B.A.-contracted employment.

In addition, they can experience first-hand our internationally-recognized continuing education facility that provides the most advanced, state-of-the-art training available today. On the front-end of evolving industry needs and requirements, the CMES trains today's mariners for tomorrow's challenges.

Many of the 50+ cadets that participated in the 2014 intern program were certified to ship out on Government vessels following their graduations from the School's Government Vessel Operations, Vessel Security and Small Arms courses. A lion's share of the cadet seniors have already made application with the M.E.B.A. In addition, about 70% of last year's attendees are current applicants with the M.E.B.A.

The 2015 program should draw even more participants now that Trustees have expanded the program to 120. Members shipping out with cadets, those serving on Academy training vessels and others who deal with young men and women who would add strength to the Union are urged to help spread the word about this terrific program.

Other resourceful avenues to entice new talent into our industry include various maritime youth expos as well as other efforts directed toward veterans of the Armed Forces.

M.E.B.A. recently took part in a pair of "Military to Maritime" events that seek to steer our nation's vets toward a career in the maritime industry. The well-attended events proved informative allowing former members of the military

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M.E.B.A. engineers serving aboard SUNY Maritime College Training Ship EMPIRE STATE while in Cobh, Ireland. Left to right are T.J. Cooper, Bill McCaney, Mike Maginnis, Kevin Macaluso (partially obscured), Dom Valvo, Ed Madigan (in back), Pat Stevens, Chris Laurita, Nicole Pearson and Ed Robinson (Chief Engineer).

to learn about the Union and industry and educate themselves about the many certifications and requirements needed to pursue a maritime career.

The Maritime Administration has also made a push to attract veterans into the industry by way of their own similarly titled program they call “Military to Mariner.” You can find out more information about the MarAd Military to Mariner program through the link on the M.E.B.A. homepage (www.mebaunion.org). The emphasis in attracting ex-military members is indicative of the industry’s focus on replenishing the mariner base for the needs of tomorrow.

More work needs to be done. M.E.B.A. is supporting legislative change that would ease recency requirements for military veterans trying to make the switch in order to get the program fueled to the level envisioned.

Since 1875, the M.E.B.A. has battled to elevate the interests of our members and the American Merchant Marine. We’ll keep beating the bushes to further the fortunes of our membership and to bring the best and brightest young talent onboard to continue the legacy – and uphold the tradition of the M.E.B.A.



Cadet Interns sharpening their skills at the lathes in the School’s Machine Shop. M.E.B.A. recruits cadets at all the maritime academies which include Maine Maritime, SUNY, Texas A&M, Great Lakes Maritime, Kings Point, California Maritime and Massachusetts Maritime Academy.

Russell Bellenfant, who graduated this summer from Kings Point, shows off his first shipping card. His first job was a 90-day Rotary 3rd A/E position onboard the MAERSK IOWA.



Two Cadet Interns testing fuses at the CMES this summer in the High Voltage Safety course.



Shipping Shorts



Hanging loose at the 3rd Annual Ohana Barbecue sponsored by the Hawaii Ports Maritime Council are (l-r) members Jeff Macatiag, Executive V.P. Adam Vokac and Luke Frank. Wikipedia says that the gesture they're making is the "shaka" sign - "a common greeting in Hawaiian culture, subsequently also used in surfer culture."

New Deal with UMS/APM Terminals

M.E.B.A. Port Engineers performing crane maintenance for Universal Maritime Service (UMS)/APM Terminals are working under a new contract. M.E.B.A. Gulf Coast V.P. Phil Sistrunk and Houston Branch Agent Erin Bertram assisted by Rank and File members Jason Harrington and Christian Dobbins closed on a new five year deal in talks that took place in the Houston area. The M.E.B.A. team negotiated with a group headed up by Mike Shaffner, Operations Manager for APM Terminals. The contract covers our Port Engineers working at the Barbours Cut APM Terminal in La Porte, TX. A pay increase went into effect retroactively to June 16th, 2014.

In addition, the agreement secures wage increases each June 16th during the life of the contract as well as medical plan improvements. Contributions to the Training Plan, American Maritime Congress and Joint Employment Committee will also be stepped up by the company.

OSG, ATC Pension Plan Improvements; New Pact to Benefit Engineers, Improve Retention

M.E.B.A. contracted companies Alaska Tanker Company (ATC) and Overseas Shipholding Group (OSG) have agreed to a modification of their respective CBAs which will put more money in the pockets of our engineers. The companies increased wages by 5.85%

retroactive to June 1, 2014. In effect, ATC and OSG will contribute 5.85% to the Defined Benefit Pension Plan while the engineers' reallocation of wages to the Pension Plan will be reduced from 11.7% to 5.85%. Additionally, both contracts provided for a 3% wage increase as of July 1, 2014 as well as a 1% increase in Money Purchase Benefit (MPB) in accordance with the provisions of the existing CBA. The increases resulted in an overall improvement of the engineers' existing compensation by 8.85% as of July 1, 2014.

New MOU with Connolly-Pacific

M.E.B.A. successfully concluded contract negotiations with our inland contracted employer Connolly-Pacific

M.E.B.A. hosted a recent meeting with U.S. Transportation Command officials. Left to right are TRANSCOM's Col. Kevin Eastland (Director, Legislative & Interagency Affairs), M.E.B.A. President Marshall Ainley, TRANSCOM's Lt. Col. Mark Robinson (Deputy Director, Congressional & Interagency Affairs) and M.E.B.A. Secretary-Treasurer Bill Van Loo.





Engineers aboard the OSG OVERSEAS NEW YORK getting ready to test out a generator they worked on. Left to right are C/E Ben Jones, 3rd A/E Joe Salas, 2nd A/E Tracy Hill and 1st A/E Steve Vranish. A new agreement increases wages for our members on OSG and ATC vessels.

Maritime Administrator Chip Jaenichen with the M.E.B.A. Officers of the CAPE DIAMOND and CAPE EDMONT - two MarAd MTL RRF vessels berthed in Charleston. From left to right are Larry Trace (C/E CAPE DIAMOND), Pat McGourthy (C/M CAPE DIAMOND), Jon Bohn (C/M CAPE EDMONT, David Willison (1st A/E CAPE DIAMOND), Paul Renaghan (C/E CAPE EDMONT) and Chip Jaenichen. Chip was recently confirmed as MarAd boss.



in the Los Angeles harbor recently. Branch Agent Rich Doherty, with the help of longtime M.E.B.A. Member Lowell Swett alongside MM&P negotiator Captain Ray Shipway, were able to secure a five-year agreement that was ratified by the affected members. Connolly-Pacific is a company that moves quarried rock from Catalina Island to projects on the Pacific Coast. They also provide dredging services within the L.A./Long Beach harbors. Thanks go to the Connolly-Pacific management team that made the process smooth and professional from start to finish.

AMHS Contract Inked

After several bumps in the road during extended negotiations, M.E.B.A. closed on a new contract covering

our members serving in the Alaska Marine Highway System. Executive V.P. Adam Vokac oversaw an M.E.B.A. negotiating team headed up by Seattle Branch Agent Jeff Duncan and Alaska Representative Ben Goldrich along with a crack rank & file bargaining team. The new three-year deal wins wage increases and a boost to training contributions. An employer contribution helps offset the 11.7% Pension Plan obligation. A ratification vote is in the works.

Seattle Branch Agent Jeff Duncan said, "I would like to thank M.E.B.A. Representative Ben Goldrich and the dedicated negotiating committee members who participated in every bargaining session clearly going above and beyond - George Poor, Dave Gardner, and James Burnside along with the rest of the committee members - Phil Brand, Jay Butler, Dave Barnes,

Burt Stammerjohan, Jack Slaght and Pat McManus. It was a long seven months of bargaining to get to this agreement."

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Visit M.E.B.A. Plans website (www.mebaplans.org under Forms, Vacation). Contact (800) 811-6322 or vacation@mebaplans.org for more info.

Pay Dues with Online Portal

M.E.B.A.'s convenient payment portal is allowing 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 Good & Welfare and Political Action Funds that support so many members. Contributions to the Good & Welfare Fund are tax deductible. You can



The guys on the MAERSK MONTANA in the Port of Houston. Left to right are C/E Paul Deming, 3rd A/E Jesse Ferenczy, Mass Maritime cadet Matt Kupiec, 2nd A/E Rich Adams and 1st A/E Eric Beausang.



The Golden Gate Bridge Labor Coalition including M.E.B.A. Golden Gate Ferry members at a labor rally for a new contract. They have been working without a contract since July.

access the electronic payment portal from three different locations on the M.E.B.A. homepage (www.mebaunion.org). Register today and set a course for convenience!

Send Us Your Work Photos; Visit Facebook Site

As a reminder, active and retired members are encouraged to send photos to marco@mebaunion.org so we can post them on our Facebook site and/or in future issues of the Marine Officer. Visit the Facebook site today. You can also check us out on Twitter.

New Registration & Dispatch System

M.E.B.A. has modernized its registration and dispatch process with a new system that went online recently at the Union halls. In an ongoing effort

to reduce duplication and maximize efficiencies at the halls, M.E.B.A. implemented this computer-based solution that will facilitate the shipping process while enhancing organization and accuracy. There is no intention of changing the Shipping Rules and gravitating toward electronic shipping. Secretary-Treasurer Bill Van Loo oversaw the system's implementation in the halls. Houston Branch Agent Erin Bertram was most involved in helping to calibrate it and get it ready for primetime along with Oakland Dispatcher Kathy McCurdy and Seattle Dispatcher Kirsten Wilhelm. New Orleans Dispatcher/Rep. Wilson Johns also contributed to the process.

MLL Extension Formalized

A three-year extension with M.E.B.A.-contracted Maersk Line, Ltd. negotiated

in 2012 was formalized with a Memorandum of Understanding, as per the offer letter. Several improvements were made to the offer letter following negotiations. Details were presented at the September membership meetings at the Union halls. The MOU was also sent to the relevant ships prior to the October 1st agreement implementation.

Surprise MarAd Turbo Activations

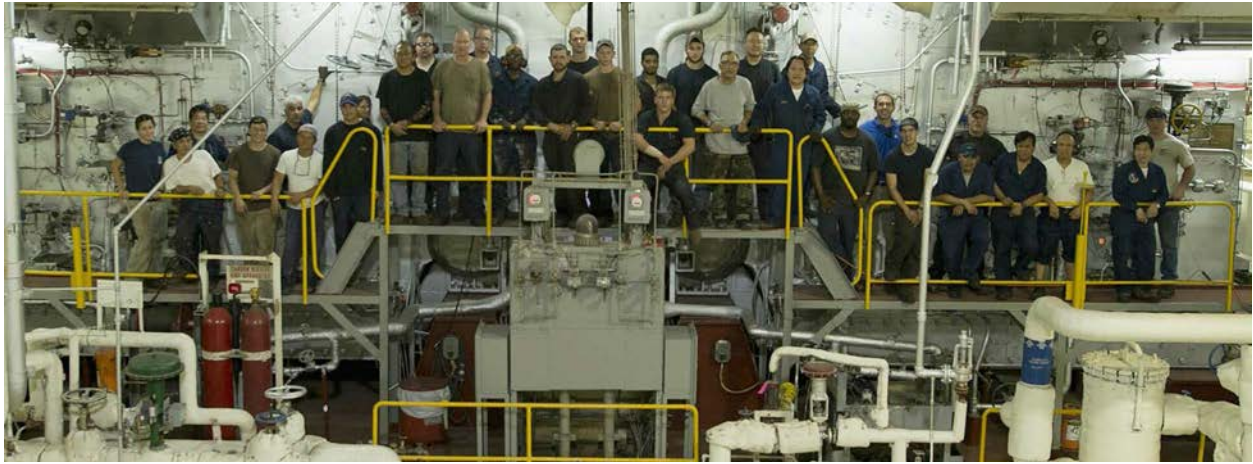
M.E.B.A. halls swung into action to successfully satisfy Maritime Administration requirements this summer following no-notice turbo activations. Six M.E.B.A. vessels operated by three different M.E.B.A.-contracted companies were included



The Keystone-managed Ready Reserve Force vessel REGULUS in Beaumont, TX. Houston Branch Agent Erin Bertram took the photo and managed to induce smiles out of (l-r) 1st A/E Lee Brand, 3rd A/E Christopher Murray, 2nd A/E Jason Lisowski and 3rd A/E Angelo Roccasalva.



Houston Branch Agent Erin Bertram at a Labor Town Hall Meeting with Congressman Gene Green, a friend of the M.E.B.A. and maritime industry.



The engine team along with 11 cadets (prospective M.E.B.A. members) aboard the USNS MERCY, a hospital ship in the MSC fleet. The MERCY is one of the vessels that was deployed in RIMPAC 2014 - a 22-nation maritime exercise that concluded recently. M.E.B.A. engineers sprinkled within the picture include: C/E Brian Muir, 1st A/E Dan Zelenka, 2nd A/E Bruce Johnson, 3rd A/E Lisa Wasson and 3rd A/E Dan Argast.

in the MarAd exercise with activated vessels slated for sea trials from 7-13 days. Turbo activation sea trials involve various drills, tests and exercises that confirm a vessel's maintenance, support and readiness.

Halls were relentless in rounding up the required officers to fill the plethora of deck and engine positions needed to ready the vessels to sail. They were successful in meeting crew requirements. M.E.B.A.-contracted companies and ships involved in the activation included Marine Transport Lines - CAPE DOMINGO; Keystone Shipping – REGULUS and DENEbola; and Patriot Contract Services - USNS GILLILAND, USNS

SHUGHART and USNS YANO. In addition, two other vessels were shipyard activated at the same time requiring additional M.E.B.A. Deck and Engine Officers. Those vessels were the POLLUX and the CAPE RISE – both managed by Keystone Shipping.

Liberty Ship Celebration in Baltimore

M.E.B.A. Secretary-Treasurer Bill Van Loo was the keynote speaker recently on the 72nd birthday celebration cruise of the JOHN W. BROWN, one of two remaining operational World War II Liberty Ships. He played to quite a crowd onboard as 600 people took part in the five hour cruise around the Chesapeake Bay fraught with ship tours,

food and throwback entertainment.

Van Loo has a tie-in to the vessel as his father (also a member) was an instructor and later vice-principal aboard the BROWN when it served as a school ship in New York. Passengers nodded along with Van Loo's thoughtful remarks and appeals to honor the JOHN BROWN and our past seafarers by ensuring our support for the mariner workforce of tomorrow with a robust U.S.-flag fleet into the future. In his speech he noted, "the BROWN and all who worked onboard in peace and war – as well as the volunteer crew that continues today – exemplify the highest echelon and spirit of the U.S. Merchant Marine...and we have an obligation to keep the legacy alive."



Secretary-Treasurer Bill Van Loo making a point in a speech aboard the WWII Liberty Ship JOHN W. BROWN during a cruise on the Chesapeake Bay.



Oakland Dispatcher Kathy McCurdy using the new dispatch & registration system for M.E.B.A. member Uber McCrary (and his son Gavin).



Group shot aboard the Matson MANUKAI following the amazing rescue of crewmembers from the 42-foot sailboat "Walkabout" that was caught in Hurricane Julio. In the photo are the M.E.B.A. engine officers, the MM&P deck officers and the three rescued members of the doomed sailboat. L-r in the back row are Lee Nealy (Walkabout), Justin Moore (3rd Mate), Matthew Berntson (2nd Mate), Ben Nealy (Walkabout), John Bloomingdale (Capt.), Mike Vanway (Walkabout) and Peter Jorgensen (Chief Engineer). Left to right in the front row are Douglas Wulff (1st A/E), Matthew Merrill (Chief Mate), Josef Eggert (2nd A/E) and Charles Boozer (3rd A/E).

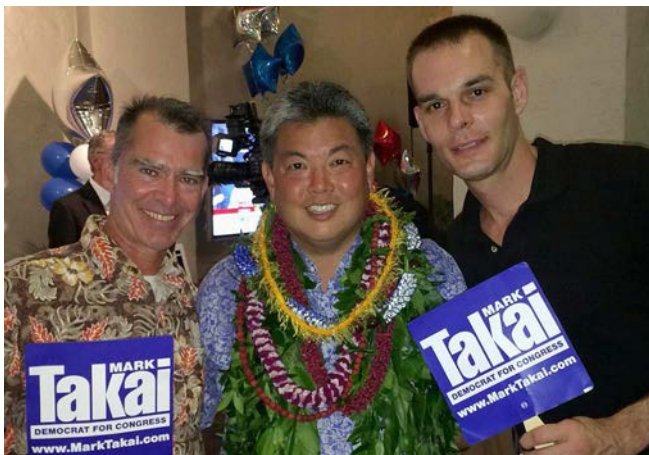


Onboard the M/V RJ PFEIFFER (Matson Navigation) in Honolulu. Left to right are Dayworker Howard Feldan, Hawaii Rep. Luke Kaili, Dayworker Tom Jordan, Dayworker Jeff Macatiag, Dayworker Alex Mahimer and 3rd A/E Kevin Woloszyk.



Plaques at the CMES Merchant Marine Memorial Park. They are affixed to the "bow" section of the Park which resembles a ship. Plaques include those for former School instructors (and members) Tom Cannon, Dana Sweet, George Clements and Doug Birt. Longtime member Ed Durgin is honored there as well. A plaque for former M.E.B.A. President Jesse Calhoon is the most recent addition.

Onboard the PRIDE OF AMERICA - the Norwegian Cruise Lines ship which sails among Hawaiian islands. 1st A/E Bryon Long shows off the new Exhaust Scrubber System piping which allows NCL to burn less expensive fuel while maintaining high environmental emission standards.



Oakland Patrolman Christian Yuhas, Mark Takai and member Daniel Earle celebrating Mark's Primary election win in Hawaii. MM&P and M.E.B.A. both support Takai for the Congressional seat vacated by Colleen Hanabusa.

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Hawaii Senator Brian Schatz (r) with the Macatiag family: Jeff, wife Inga, son Vian and daughter Asia. M.E.B.A. is supporting Brian's bid to serve the final two years of the seat following the death of Sen. Daniel Inouye. Schatz will be favored against Republican Cam Cavasso in November.



M.E.B.A. took part in MM&P's 85th Convention recently in Linthicum Heights, MD. Left to right are M.E.B.A. Atlantic Coast V.P. Chris Guerra, M.E.B.A. Secretary-Treasurer Bill Van Loo, MM&P Pacific V.P. Dave Boatner, M.E.B.A. President Marshall Ainley (in back), Atlantic V.P. Don Josberger, MM&P President Don Marcus (in back), MM&P Pilot Membership Group V.P. George Quick, MM&P Secretary-Treasurer Steve Werse (in back), MM&P Gulf V.P. Wayne Farthing and MM&P Inland Membership Group V.P. Mike Murray.

Interlake Steamship Company's Fleet Engineer Phil Moore (left) aboard the M/V PAUL R. TREGURTHA with Master & First Class Pilot Michael MacDonald. In a related item, a Coast Guard familiarization program was put in place allowing marine inspectors to join a vessel's crew on the Lakes to act as riding observers. This will give them a practical knowledge of the vessels and help foster a cohesiveness that should benefit the industry in the future.



Faces around the Fleet



3rd A/E Orlando Pabon onboard the Maritime Security Program vessel ALLIANCE RICHMOND (Maersk Line, Ltd.). He's seen here in the bunker station on the #5 deck taking lube oil.



At the hall in L.A. where five 90-day rotary jobs were called on the same day. Left to right are Marc Hoffman (3rd A/E APL PHILIPPINES), L.A. Patrolman John McElhone, Sonny Acosta (2nd A/E Matson MAUNALEI), Peter Warner (3rd A/E OSG OVERSEAS BOSTON), Scott Speedy (3rd A/E MAUNALEI) and Mike Peterson (2nd A/E APL PHILIPPINES).

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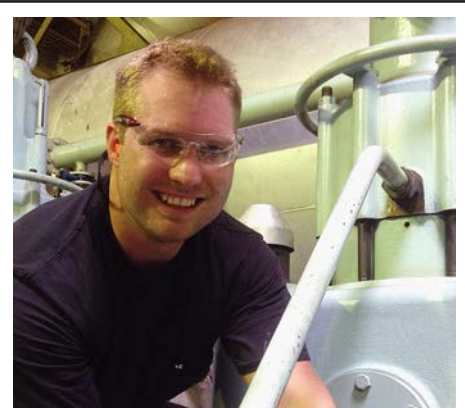
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**Faces
around
the Fleet**



Engineers onboard the WASHINGTON EXPRESS, a Maritime Security Program vessel under the operation of Marine Transport Lines. Left to right are C/E Gregory Baars, 1st A/E Dave Ficken, 1st A/E Anthony Guerra, 2nd A/E Spencer Reed, 3rd A/E Steven Dalton and KP Cadet Jack Walsh. Spencer was the lucky guy who got to wear Houston Branch Agent Erin Bertram's cute pink hardhat.



3rd A/E Luke Urbik working on the #6 injector onboard the ST. LOUIS EXPRESS (MTL).



The ST. LOUIS EXPRESS, a Marine Transport Lines-managed vessel operating under the Maritime Security Program, in Houston. In the Control Room, left to right, are C/E Chris Vandeventer, 1st A/E Gary Deehan, 2nd A/E Kenneth Carter and 3rd A/E Frank Berner.

STCW MANILA AMENDMENTS, 2010 WHAT YOU NEED TO KNOW RIGHT NOW

The Coast Guard has issued the Final Rules on the Implementation of the STCW95 Code 2010 Manila Amendments, and Navigation Vessel Inspection Circulars (NVICS). In addition, there are other related regulations and policies that impact mariners. Although the final rule affects all U.S. mariners, most of the changes are focused on mariners sailing on near coastal and foreign voyages. Generally, mariners sailing on vessels of 200GRT or greater on near coastal and ocean voyages must meet "National" AND "STCW" requirements. (Mariners working on small passenger vessels subject to Subchapter T or K, and seagoing vessel of less 200GRT, other than passenger vessels subject to Subchapter H, and uninspected passenger vessels defined in **46 US Code 2101(42)(B)** are not required to meet STCW requirements (**46 CFR 11.301(h)**).

Note: The Coast Guard frequently provides updates that supersede current policy or regulations. Please visit the National Maritime Center's website for the latest information at www.uscg.mil/nmc/, or email: iasknmc@uscg.mil.

Many thanks to the Maritime Institute of Technology and Graduate Studies (MITAGS) for their help in compiling this summary.

COURSES TO BE COMPLETED BY 2017 FOR EXISTING MARINERS

MANAGEMENT LEVELS:

Chief Mate and Master

- ◆ ECDIS (Electronic Chart Display and Information Systems).
- ◆ Leadership and Managerial Skills.

1st A/E and Chief Engineer

- ◆ Engine Room Resource Management Course (ERM) (if not completed at the operational level).
- ◆ Leadership and Managerial (L&M) Skills.
- ◆ Management of Electrical and Electronic Control Equipment.

OPERATIONAL LEVELS:

Officer in Charge of a Navigational Watch (OICNW)

- ◆ ECDIS (Electronic Chart Display and Information Systems).
- ◆ OICNW Operational Level: 8-hour Leadership and Teamworking Skills.
- ◆ Specific assessments for upgrade endorsements during the transition period.

Officer in Charge of an Engineering Watch (OICEW)

- ◆ OICEW Levels: Engine Room Resource Management Course (35-hour), and Leadership and Teamwork Skills (8-hour).
- ◆ Specific assessments for upgrade endorsements during the transition period.

UNLICENSED ENDORSEMENTS:

Deck and Engine: To date, no additional training requirements.



Time Line	Summary	
Effective Dates	Convention, Regulation or Policy	Notes
Aug 1, 2013	Maritime Labor Convention	Minimum rest periods for officers and crew.
Dec 24, 2013	Implementation of the Amendments to the International Convention on STCW for Seafarers 1978, and Changes to National Endorsements	Final Rule. The clock starts.
Jan 1, 2014	VSO/VPDSD/SA Endorsements	Security endorsement updates required.
Mar 24, 2014	Start date for new STCW Rules.	Mariners starting service and / or training on or after this date must meet the new requirements of the Final Rules. Various grandfather provisions (see NVIC 02-14) for existing mariners.
Apr 1, 2014	Medical Certificates	Mariners sailing foreign must have medical certificate. Others to follow over a 5-year period.
Dec 31, 2016	Last date to renew credentials under STCW transition period	Last date to renew before the full implementation of STCW and Final Rules. Also, last day for mariners to be exempt from formal assessments.
Jan 1, 2017	ECDIS Training Required	All Deck Officers on vessels so equipped.
Jan 1, 2017	Management Level - Leadership and Managerial Skills	All STCW Management Level (Deck & Engine).
Jan 1, 2017	Operational Level - Leadership and Teamwork	All STCW Operational Levels (Deck & Engine).
Jan 1, 2017	New AB-D and AB-E	New unlicensed STCW Endorsements
Jan 1, 2017	Full Enforcement of STCW	Manila Amendments and Final Rules in full effect.
Mar 24, 2019	End of Transitional Provisions for National Endorsements	

By January 1, 2017:

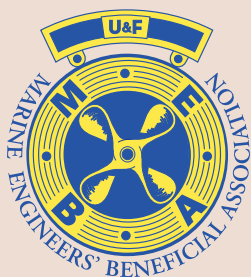
- 1) **Question:** Do mariners have to meet the new renewal requirements for basic training by 1 January 2017, or will it be at first renewal after 1 January 2017? **Answer** – Mariners must comply with 46 CFR 11.302(b) and 12.602(b), as applicable, at the first renewal after 31 December 2016. Until that date, mariners may renew using the regulations and policy in effect before 24 March 2014. (*USCG STCW FAQ page*)
- 2) Anyone who does not have one year of sea time in the last five years and does not have a current valid BST and Advanced Fire Fighting endorsement must retake the entire BST and Advanced Fire Fighting classes. This would include anyone that is bringing their license out of "continuity."
- 3) Engineering Officers with STCW Management level license (1st A/E or Chief) must show completion of training for the following courses:
 - a.) Leadership and Management
 - b.) Engineroom Resource Management
 - c.) Management of Electric and Electronic Control Equipment

If this training is not documented in your MMC before Jan. 1, 2017, your license will not be valid to sail on a foreign voyage after this date. The Calhoun M.E.B.A. Engineering School is currently offering both the Leadership and Management and the Engineroom Resource Management courses. These courses will be offered frequently in the coming months and years. A 2-week Management of Electric and Electronic Control Equipment course (MEECE) has been approved by the USCG for 3rds and 2nds upgrading to the STCW Management-level. A 1-week MEECE Course has been approved by the USCG for 1stA/Es and Chiefs seeking renewal before 1/1/2017.

- 4) Deck Officers with a Management level license (Chief Mate and Captain) must show completion of training for the Leadership and Management course. If this training is not documented in their MMC before this date, their license will not be valid to sail on a foreign voyage after this date.
- 5) Deck Officers that are assigned to vessels with ECDIS and ARPA equipment must show documentation of training on this equipment.

The Calhoun M.E.B.A. Engineering School has also requested that the USCG accept previous completion of several of their approved courses to be equivalent for some or all of the training required. Once this is clarified, the information will be released.

WARNING!!



Any member or applicant two or more years in arrears will be reviewed by M.E.B.A.'s District Investigating Committee (DIC) to be dropped from the membership or applicant rolls. If you are in arrears and wish to retain your membership or applicant status, you must contact Headquarters immediately to make payment and return to good standing before the DIC meets.



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** Not Pictured: Navarone F. Simpson*



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Recipe for Disaster: Safety Concerns on Panama Canal Are Hard to Swallow for M.E.B.A. Affiliate

The M.E.B.A was formed in 1875 to counteract intolerable safety cultures and working conditions foisted upon engineers serving aboard vessels of the day. Today, our country enjoys the highest labor safety and environmental standards in the world thanks to those early battles.

M.E.B.A. is an international union and one of our affiliates is not beholden to the type of government scrutiny that helps protect worker safety in this country. The Unión de Ingenieros Marinos (UIM), which represents mariners on the Panama Canal, was formerly a division of the M.E.B.A. But when the Panama Canal Zone reverted back to the Panamanian government on the last day of 1999, that relationship was no longer tenable. M.E.B.A.'s legal relationship and ability to represent its Panama Canal bargaining unit members became subject to the U.S./Panama Treaty Agreement making direct representation difficult. As a result, our Panamanian friends became autonomous affiliates of the M.E.B.A. in 2002 and we continue to enjoy a strong working relationship.

The 44-mile Canal is undergoing a massive \$5.3 billion expansion expected to conclude by 2015. Along with widening and deepening, two new sets of locks will be introduced as well as new channels. The Panama Canal Authority (ACP), a government agency, oversees the operation and management of the Canal. But the UIM and other unions representing a total of 9,000 maritime workers on the waterway have accused the ACP of relinquishing its emphasis on safety in favor of its lust for financial savings.

UIM General Secretary Luis Yau Chaw and Counselor Rolando Arrue informed the M.E.B.A. that ACP's reduction

of worker protections, the diminishing of inspection requirements and inadequate standards of certification are creating a situation where an accident on the Canal is imminent.

More than 14,000 ships transit the Canal each year. But ship traffic is at risk, the unions contend, because of the unforgiving work schedules forced upon workers coupled with training deficiencies. The little training offered to tugboat officers, the UIM declared, is "faulty, unscientific and hurried."

An adversarial management system is helping to compound the scope of the problem. Chaw and Arrue pointed out that the ACP, which is responsible for inspection of its own equipment, is thumbing its nose at international safety regulations and maritime conventions to which Panama is signatory. "The Panama Canal's daily operation is a risky business as we all know," the UIM told the M.E.B.A. "Workers laboring under this kind of duress will sooner or later be the cause and victims of a string of serious marine accidents."

Panamanian maritime unions have repeatedly petitioned the Authority for change but their warnings have been dismissed out of hand. UIM noted that the tug safety inspection certificate had previously been amended to require a licensed chief engineer aboard the tugboats 24/7. However, they say the Authority altered minimum safe manning of the certificate so they could crew the tugboats with less skilled engine room personnel.

continued



The ITF and Panamanian mariner unions with ILO Director-General Guy Ryder recently in Sofia, Bulgaria at the ITF Congress. An ILO application was submitted alleging Panama Canal Authority (ACP) violations. UIM was represented at the convention by engineers Diogenes Martínez and Vladimir Small.

M.E.B.A. penned a strongly worded letter to the Authority and the new Panamanian President Juan Carlos Varela, as well as other associated parties. The letter, written by M.E.B.A. President Marshall Ainley, expressed alarm about the ACP's "gross negligence and shocking degradation of Canal oversight." He warned that, "unrelenting work schedules have promoted unprecedented levels of fatigue. A lack of vessel maintenance as well as the operational limitations and deficiencies of Canal tugboats is increasing the possibility for a marine accident."

"On its current course," he concluded, "I fear that it will take a maritime incident to finally expose to the world the extent of the ACP's abandonment of minimal safety protocols."

The Canal unions say the ACP has failed to adequately recognize an appropriate level of respect to labor regulations, decisions by the National Labor Relations Board and

compensatory guarantees. In addition, they say the Authority has not acted in good faith in collective bargaining.

The campaign to highlight the problems on the Canal was recently stepped up after the International Transport Workers' Federation (ITF) took up the cause. Two fact finding missions by the ITF corroborated ACP's complicity in the deterioration of Canal safety.

Together with the Panamanian unions, ITF submitted an application to the International Labor Organization's Committee on Freedom of Association (CFA) alleging ILO Convention violations by the ACP.

The stakes are high, the UIM noted, but there is still time to avert a maritime disaster and salvage the integrity of the Canal. "An unsafe Canal," they concluded, "will surely affect international commerce and the maritime industry for years to come."



Faces around the Fleet



The engine department onboard the SLNC PAX, a shallow draft tanker operated by Patriot/ASM. The vessel was returning to Hakozaki, Japan after a trip to Kwajalein Atoll, Marshall Islands. From left to right are 2nd A/E Matt Giovannoni, 1st A/E Todd Roy, 3rd A/E Jessica Scott and C/E Tim Kelley.



The Keystone managed CAPE KENNEDY is one of MarAd's Ready Reserve Force vessels berthed in New Orleans. Left to right are Relief Chief Engineer Jonathan Lincoln, Retired C/E Garrett Kearby, Relief 1st A/E James Sutton and Chief Engineer Chris O'Sullivan.



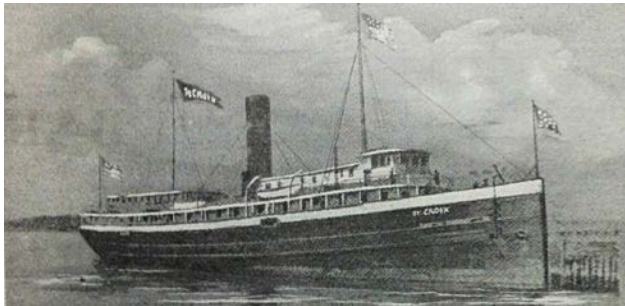
M.E.B.A. engineers keep things running smoothly aboard the MAERSK UTAH. Left to right are 1st A/E Matt Alonge, 3rd A/E David Chapman, 1st A/E Josh Reed, 2nd A/E Kevin Schultz, KP Cadet Emily Finnan and Chief Engineer Steve Beaulieu.



Assistant Engineer Kevin Rice (left) & Chief Engineer Nate Duer tightening a flange aboard the Interlake Steamship Company Tug DOROTHY ANN while unloading a cargo of limestone from its barge PATHFINDER in Cleveland, Ohio.

Otis Doe and the SS ST. CROIX

Many thanks to member Claudia Cimini whose interest and valuable research of old Local 38 (Seattle) has helped recapture some forgotten M.E.B.A. history...



The "hoodoo" ship SS ST. CROIX.

In 2009, Seattle M.E.B.A. members embraced a piece of their history through the re-discovery of the M.E.B.A. Local 38 monuments in Mount Pleasant Cemetery. Since then, new cenotaphs have been placed and dedicated to honor those whose grave is the sea, and research continues in order to honor the memory of those who came before us.

Local 38 M.E.B.A. engineer Otis Doe was the son of Stephen and Frances (née Martin), born in Minnesota on September 4, 1864. The Civil War's Battle of Atlanta had just occurred and General Sherman was getting ready to head further south on his "March to the Sea."

By the beginning of the 20th century, Otis had made the Pacific Northwest his home. He was a member of Local 38 and was listed in the 1902 M.E.B.A. Annual Blue Book. His Seattle address was given as the SS COTTAGE CITY. On December 22, 1902 he married Marie (Mamie) Pfister at Trinity Parish Church in Seattle. Rector Herbert Gowen performed the ceremony. The newlyweds were able to celebrate Christmas together before Brother Doe returned to sea.

In 1909, Otis Doe was sailing as Chief Engineer on the SS ST. CROIX. The 240' 1993-ton Bath Iron Works-built ship was owned by the Schuback-Hamilton Steamship Company. The ripples of the 1907 financial panic didn't reach Seattle until about 1910 when cargo tonnage on the waterfront decreased and competition between shipping companies for freight and passengers began to rise. In April 1909 the ST. CROIX moved south to compete in the lucrative San Pedro to San Francisco cargo and passenger trade.

Chief Doe seems to have been a conscientious engineer who valued the input of his assistants. But on November 10, 1909 the ship was enroute from San Pedro when Chief Doe attempted to get a boiler valve to lift off its seat. As the *New York Times* reported, the bonnet blew out "and in the rush of steam that followed, Engineer Otis Doe lost his life."



Turn Back the Chronometer!

He was fatally scalded by steam under full boiler pressure. The ship was 12 hours late arriving in San Francisco on November 12, bearing the body of Otis Doe. His remains were transported to Portland, OR and interred in Riverview Cemetery on November 16, 1909. Mamie passed away on June 12, 1920 in Long Beach, California, and was laid to rest beside her husband.

The SS ST. CROIX's reputation as a "hoodoo ship" was now solidified. At 0500 on November 20, 1909, the ST. CROIX left San Pedro for what would be her last voyage. A fire started just before the noon meal service and quickly spread. Captain Fred Warner steered the ship toward land near California's Point Dume and rang "Finished with Engines" on the ship's telegraph as he gave the order to abandon ship. The tackle failed on one of the lifeboats during its launch, spilling passengers into the sea. Pantry boy Sidney Finley jumped in to rescue a woman and her baby. The passengers were able to get back into the lifeboat and rowed 7 miles in calm water to shore. As the *Walla Walla Evening Statesman* reported, Mrs. Haven, a Stewardess, refused the order to leave the ship on the second boat with the women passengers, stating: "No - I'm a seaman and belong with the rest of the crew. I'll stay here until you go." She continued to assist passengers with the launching of boats before leaving with the officers in the final lifeboat. The evacuation of the ship was remarkably calm and orderly.

The SS CITY OF TOPEKA later sighted the ST. CROIX, engulfed in flames, about 3 miles offshore. The ship circled for about an hour in the fog looking for signs of life – never realizing that passengers and crew were on shore nearby. Captain Warner had probably already begun the 18 mile hike over rough terrain to the nearest telephone. The CITY OF TOPEKA reported the doomed vessel and continued on its voyage. Los Angeles based reporters hastily drove toward the location reported by the CITY OF TOPEKA (about 14 miles north of Santa Monica) in a car packed with provisions in case of survivors. These L.A. newspapermen provided the first assistance to the passengers and crew of the SS ST CROIX after their ordeal.

The only injuries sustained by passengers or crew were minor and occurred when the lifeboat tackle failed. "That no lives were lost," the *San Francisco Call* declared, "was due solely to the skill and bravery of officers and crew."



Portland, Oregon's Riverview Cemetery – the final resting place of Otis Doe and his beloved Mamie.



Political Action Fund Honor Roll



M.E.B.A. members understand that most shipping powers enjoy their own version of the Jones Act. Yet our overseas partners frequently seek revisions or elimination of U.S. cabotage laws to allow foreign interests to take root in our domestic shipping. Canada's own Merchant Marine is teetering on the brink of extinction after their country agreed to sacrifice key cabotage statutes during international trade talks, subject to parliamentary approval. The agreement would allow European and Flag of Convenience vessels to trade between Canadian ports with no restrictions on crew nationality, wage level or working conditions.

Such an arrangement in this country would sound the death knell for U.S.-flag shipping. But fortunately, thanks to the M.E.B.A. Political Action Fund and educated lawmakers, such a situation has not yet manifested itself in our country. P.A.F. contributions are critical in helping to stave off attacks on our own Merchant Marine. The P.A.F. has been relied upon heavily and has paid major dividends for U.S.-flag shipping over the years.

For example, several years ago regulations promulgated by the Environmental Protection Agency were set to eliminate a substantial number of vessels shipping on the Great Lakes as well as a sizeable portion of industry jobs. Because of the M.E.B.A.'s relationship with key members of Congress, those

lawmakers wheeled into action, brokered a deal and spared Great Lakes shipping from the EPA axe.

The P.A.F. gives us the opportunity to foster relationships with Members of Congress and educate them about the vital role we play. Canadian unions don't enjoy a comparable PAC structure to ours and the potential loss of their Merchant Marine is a result. Members should understand that the P.A.F. is a crucial weapon in protecting their jobs. If the U.S. Merchant Marine is to continue to remain healthy, we need greater participation from the membership in this important Fund.

Call or visit an M.E.B.A. Union hall or office to contribute to this worthy cause. You can also enroll in the new member payment portal (accessed from 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 2013. The list is broken down into four categories and members and retirees are listed alphabetically within each grouping.



Order of Magellan (\$1,000 to \$2,400)

Adams, Richard
Cramer, John
DiMattia, Anthony
Duncan, Jeffrey
Dunklin, Mike
Engberg, Mark
Galvin, Paul
Guerra, Christopher
Jablonski, Stephen
Jewell, Mike
Johns, Wilson
Jordan, Horace (Rick)
Kelley, Daniel
LaCour, Charles
Lincoln, Jonathan
Marvin, Theodore
Mitchell, Henry
Nashif, David
Nolan, James
Olsen, Frederick
Olson, Stephen
Patten, Brian
Quintana, Greg
Schuffels, Peter
Staples, Donal
Strissel, Phillip
Tinkel, Michael
Twitty, Marshall
Van Loo, Bill
Van Vechten, Barry



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

Ainley, H. Marshall
Asupan, Rene
Bands, Thomas
Bean, David F.
Bell, Robert
Berhe, Alem
Cobo, Jeremy
Crell, Joseph
Datuin, Danilo
Dewhirst, Thomas
Farrell, William
Fitzgerald, David
Fraser, Daniel
Gallagher, Mark S.
Galle, Matthew
Garcia, Michael
Gilbert, Erik
Goldrich, Benjamin
Goodridge, Thomas
Greenig, George
Guccione, John
Hallett, Timothy
Hanson, Mark
Heanue, Robert
Helie, Leonard
Jany, Timothy
Jenkins, Megan
Johnson, Ward
Kaili, Luke
Katz, Seth
Kincaid, Audra



Shellback (\$250-\$499)

Andersen, David
Andronikos, Panagiotis
Antony, Alex
Apudo, Charles

Ayres, William
Balic, Bozidar
Ballenger, Duncan
Barone, Daniel
Bell, Richard
Berndt, Eric
Bertram, Erin
Black, David
Bonner, Beddie
Bostick, Mark
Boyer, Joseph
Breton, Michael
Brian, John
Brooke, John
Brown, Sean
Burchfield, Timothy
Burford, Jeffrey
Burns, Michael
Burnside, Thomas
Cake, David
Carroll, Luther
Chpatchev, Vladimir
Cimini, Claudia
Collins, Mark
Collinsworth, Michael
Connor, Thomas
Conroy, Brian
Cothany, Lynden
Coulbourn, Harley
Crifasi, Frank
Cross, Kevin
Cull, Michael
Cullan, John

Cumings, Kent
Dasha, Ralph
Dawes, Douglas
Dayton, Timothy
Demelio, Michael
Doherty, Richard
Dwyer, Matthew
Eident, William
Estabrooks, Bruce
Estvanik, Anthony
Farnsworth, Shane
Feeney, Timothy
Ferguson, Thomas
Ferritto, Mitchell
Fetter, Jason
Figelski, Edward
Figueroa, Michael
Fileccia, Peter
Fisher, James
Foss, Arni
Fountas, John
Fritschi, Brian
Garberg, James
Garraway, Makeda
Garza, Anthony
Gaudette, Jeffrey
Giovannoni, Matthew
Gomez, Matthew
Grace, Sean
Grandy, Keith
Gribbin, Lawrence
Haines, Stephen
Hall, John

Hanson, Roger
Hardin, Jimmy
Harvey, Edward
Harvie, Alan
Haunfelder, Frank
Herz, Gregory
Hilton, Murrell
Hirth, Robin
Hitzel, Jeffrey
Huntington, Bruce J.
Jackson, Charles
Jackson, Kenneth
Jacobs, Thomas
Jendrasko, Richard
Jones, Ray
Joyce, James
Katzara, Robert
Kewley, Christopher
Kilmer-Morris, Austin
Kingery, Karol
Kovach, Michael
Kramer, Karl
Lackey, James
Laksonen, Richard
Lawrence, Gregory
Leahy, Thomas M.
Lee, Kevin
Legge, Paul
Lemoine, Paul
Leonardi, Andrew
Lipinski, James
Litterine, Justin
Long, John
Mac Dougall, Andrew
Macdonald, Kelsey
Martykan, Michael
May, David
McCormick, Daniel
McElhone, John
McGuire, Robert
McMurray, Robert
Mills, Robert
Moises, Jeaneth
Moll, Kenneth
Moore, Rollin
Murphy, Daniel
Newberg, Mark
Newell, David
Norval, Charles
O'Connor, James
Olson, Chris
Padilla, Lorenzo
Palmer, James
Parent, Chance
Pearsall, Randall
Perry, Michael
Peterson, August
Pillard, Jay
Pizzorni, Andrea
Raab, Timothy
Redding, Tracy
Riley, Paul
Ritzinger, Kenneth
Roberts, Paul
Robertson, James
Robinson, Alexander
Royston, Richard
Russell, Paul
Schroeder, Henry
Schwartz, Ramon J.
Seewald, Daniel

Sikora, Wesley
Silliman, Raymond
Sipper, Mark
Sistrunk, Phillip
Skala, Dustin
Skillern, Randall
Skogen, Russell E.
Sobol, Walter
Stepinski, Mathew
Stjohn, Alfred
Sullivan, Paul
Taylor, Edwin
Tedesco, Paul
Thomas, Daryl
Thomas, Robert
Tompkins, Thomas
Trezza, Vincent
Trigueiro, Gary
Troxell, Barton
Underhill, Jason
Unnold, Barry
Von Koss, Brendan
Wachter, Janine
Walker, Steven
Watkins, Michael
Westlake, Bruce
White, Eric
Williams, John
Williams, Todd
Wilson, Paul
Wlazlo, Erik
Wolff, Joseph
Woodward, Craig
Wright, Kevin
Wright, Patrick
Zilla, Herbert



Polywog
(\$100-\$249)

Abdou, Louai
Acosta, Sonny
Adams, James
Adamski, Daniel
Ahluwalia, Pery
Alonge, Matthew
Andrade, Jeffrey
Angelacci, Frank
Armitage, Francis
Arensen, Alan
Atwood, Vincent
Avery, Mikel
Baas, Lawrence
Backstedt, David
Bagley, Edwin
Baker, Christopher
Barber, Jeffrey
Barkowsky, Sean
Barnard, Nathan
Barnett, Kenneth
Beaulieu, Steven
Beck, Laura
Begley, Grant
Behnke, Jeffrey
Benn, Geoffrey
Benz, Thomas
Berger, Emil
Berner, Frank
Bick, David
Bilodeau, Todd
Bingener, Eric

Blackwell, A
Blake, Douglas
Bradley, Mikel
Brady, Michael
Brandt, Eric
Bremer, Curtis
Breton, Rudolph
Brown, Larry
Brown, Thomas
Buettner, Glenn
Burke, Tracy
Burnette, James
Burns, William
Burnside, James
Burr, Gregg
Butcher, Enrico
Butzen, Richard
Callahan, Jason
Cambra, Charles
Cameron, Kelly
Campbell, Daniel
Cannistraro, Marco
Carpenter, Marlin
Carpentier, Ryan
Carr, Michael
Carrancho, Manuel
Casey, Timothy
Caskie, Albert
Castillo, Norvin
Castro, Charles
Chagnon, Eric
Chaney, Christopher
Christensen, Andrew
Christensen, Michael
Church, Edward
Clement, Larry
Cline, Dennis
Coffey, John
Cole, Henry
Collecchio, Leonard
Collins, Richard
Cooper, Bruce
Coulter, John
Crow, Dallas
Cruise, Robert
Cullen, Gerard
Czuba, Frank
Dance, Robert
Daramy, Michael
Day, Steven
Delucca, Frederick
Desmond, Paul
Dickman, William
Djusberg, Nils
Dodson, Clyde
Doherty, Michael
Donlon, Michael
Downer, Eric
Duderstadt, Edward
Dudley, Peggy
Duffy, Patrick
Dulong Jr, James
Duncan, Donald
Dunleavy, John
Dunlop, Andrew
Durrant, John
Ebanks, William
Edwards, Charley
Elias, Albert
Elliott, Robert

Elroy, Ralph
Erlandson, Jon
Esquivel, Helbert
Fales, Patrick
Farley, Ken
Faulhaber, Aaron
Fernandez, Isidro
Ferrell, Edward
Feyler, James
Fiala, David
Fisher, Matthew
Fisher, Michael
Flink, Lars
Flores, Miguel
Flynn, Brian
Foley, Thomas
Ford, Gary
Francis, William
Franks, Stephen
Frazier, James
Frobenius, Christopher
Fulling, Robert
Galkowski, Gerald
Gallagher, Douglas
Gallagher, Mark D.
Gerrish, Brian
Gifford, Daniel
Gilmour, Mark
Gilroy, James
Gordon-Tennant, Michael
Gostevskiyh, Vladimir
Gould, Eric
Green, Arthur
Groot, Ralph
Gross, Paul
Groth, Timothy
Haarmann, John
Haars, Derek
Haas, Sylvan
Halloran, Mary
Hamilton, David
Hanson, Leonard
Harding, Justin
Harrison, John
Harvey, Hugh
Hastings, John
Hauck, Jeff
Hemmings, Arthur W.
Henry, Eustace
Herrington, Coy
Hickey, Thomas
Higgs, Logan
Hilton, Benjamin
Hilton, Matthew
Himebauch, Ross
Hines, Jonathan
Hjort, Stanley
Hoelzer, Michael
Hoffman, Haven
Holliday, Charles
Hood, Joseph
Horgan, Michael
Houghton, Jeffrey
Huggins, Darin
Humphreys, Marcus
Infante, Hugo
Jackson, Gregory
Jackson, Sterling
Jacobsen, John
Janowicz, John
Jaquez, Cristobal

Javage, Carlos
Jendrasko, Peter
Jerrier, Charles
Jorgensen, Peter
Kalmukos, Jonathan
Kanoute, Thidiane
Karalitzky, Joshua
Keller, Jonathan
Kelly, Kevin
Kennedy, Michael
Kenny, Robert
King, James
Kingma, Louis
Klump, Randy
Knowles, Joshua
Knowlton, Thomas (Bill)
Knudsen, Karl
Knudsen, Percy
Koester, Paul
Krauss, Michael
Kreta, Thomas
Kuhns, Wesley
Kuijper, Gregory
Kulas, Stephen
Langfitt, Billy
Langford, Clarence
Larrabee, Benjamin
Lavertu, Alan
Ledoux, Daniel
Lessard, Philip
Lincoln, Louis
Lisowski, Jason
Llanos, Melchor
Logue, Gregory
Long, Patrick
Lotfy, Adel
Ludwig, Louis
Lynch, Thomas
Macatiag, Antonio
MacDonald, Peter
MacKay, Scott
MacKay, Shawn
Mahaffey, Shane
Mahimer, Alexander
Marcinac, Kenneth
Marich, Rob
Massey, Loren
Mastromarino, Joseph
McCall, Douglas
McCallister, Steven
McClintock, Scot
McCrillis, Nathan
McElhinney, Joseph
McGregor, D.
McIntosh, Edwin
McKenzie, Thomas
McLaughlin, Shawn
McPhee, Douglas
Meglou, Peter
Menendez, Jack
Meyer, Stephen
Miller, Devlin
Miller, Matthew
Moise-Duquella, Karly
Moore, James
Morris, George
Morrow, Paul
Morton, Timothy
Mosa, Daniel
Moulton, Robert
Muldowney, Leo
Murthy, Kesava



Political Action Fund Honor Roll continued

Mustac, Marijan
 Myers, Christopher
 Nee, Peter
 Newton, Craig
 Newton, Craig
 Nielson, Kristina
 Nilsen, Kenneth
 Nilsen, Ole
 Nowak, Mark
 Nowak, Scott
 Ochs, Thomas
 O'Donnell, John
 O'Donnell, Timothy
 Osborne, Matthew
 Osmus, Steven
 O'Toole, Michael
 Page, Carl
 Papson, Matthew
 Parent, Christopher
 Parks, Howard
 Paul, Christopher
 Pearce, William
 Peddie, William
 Penny, Julie
 Perry, Travis
 Pihl, Jeffrey

Pike, Steven
 Pillard, Jeff
 Poniatowski, Marc
 Preston, Patrick
 Preston, Thomas
 Prokopich, Phyllis
 Purcell, Michael
 Quinlan, Ryan
 Quinn, Edward
 Quinn, Stanley
 Quinones, Luis
 Quinones, Peter
 Quinones, Vincent
 Rater, Clarence
 Reddan, Dan
 Reeves, Jared
 Reyer, Nikolas
 Richardson, John
 Rivera, David
 Roberts, Lloyd
 Robson, Joseph
 Rogers, John
 Rowley, Joseph
 Rugarber, Michael
 Rushing, Edd
 Rusnak, Thomas

Ryan, Michael
 Salvador, Fernando
 Schreier, Harold
 Schroeder, Charles
 Seabrook, Carter
 Seifart, Scott
 Sermoneta, Nicholas
 Sheridan, John
 Shrake, Samuel
 Siemann, William
 Sims, Ralph J.
 Sipper, Gregory
 Slaght, John
 Smirba, Dzemal
 Smith, Adam
 Smith, Paul
 Smith, William
 Snow, Michael
 Soares, Francisco
 Spear Iii, Willis
 Sprague, Laurence
 Stamm, Andrew
 Steinberg, Philip
 Sterling, Christopher
 Stevens, Sean
 Steverman, Peter

Strickland, Jesse
 Sturgul, James
 Sullivan, Nicholas
 Sullivan, Peter
 Sunga, Raymond
 Supersano, Marc
 Sutton, James
 Szymtkowski, Maciej
 Tapales, Felix
 Thant, Kyaw
 Thatcher, Matthew
 Thomas, Ross
 Thomsen, Michael
 Thomson, William
 Torrey, George
 Tracy, Mark
 Trask-Annie, Demian
 Trifonoff, Robert
 Tucey, Michael
 Turcotte, Keith
 Valencia, Louis
 Vazquez, Rene
 Vogel, Lee
 Vokac, Adam
 Volonnino, Frank
 Wall, Ryan

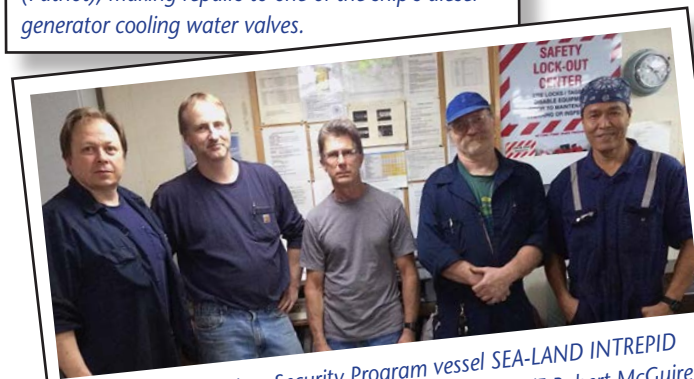
Wall, Sean
 Walsh, Dominic N.
 Warner, Peter
 Warner, Seth
 Watson, Steven
 Webb, Wayne
 Webber-Bey, Serena
 Weismann, Mark
 Welsh, Maurice
 Wessling, Stephen
 Whidden, Clayton
 Whitton, Justin
 Williams, Charles
 Williams, Harold
 Wilson, Delbert
 Wilson, Wayne
 Womble, Robert
 Woolford, Michael
 Wormwood, Andrew
 Zalewski, John
 Zaucha, Christopher
 Zeber, Raymond



Ben Baitcher, 3rd A/E aboard the USNS WATKINS (Patriot), making repairs to one of the ship's diesel generator cooling water valves.



Port Relief Engineers with crewmembers aboard the APL THAILAND (l-r) including Romualdas Videika, Joe DeSanti, Eric Brandt, Wendall Wilson (partially hidden), 1st A/E Kwaku Oppong-Addae, C/E Vic Raines, 2nd A/E Tom Stillwachs and Kings Point Cadet Alanna McNiece.



Onboard the Maritime Security Program vessel SEA-LAND INTREPID (Maersk Line) (l-r) are 1st A/E Richard Mossman, C/E Robert McGuire, Dave Mitchell, 3rd A/E Marc Hoffman and 2nd A/E Antonio Macatiag.



M.E.B.A. officers prowl both deck and engine room of the NCL's PRIDE OF AMERICA. In this shot, down below are 3rd A/E Dan Luglio, 3rd A/E Dan Earle, 1st A/E Bryon Long, 2nd A/E Andrew Goodman, Reefer Scott Haines and Kings Point Engine Cadet Robert Tirtio.

Calhoun MEBA Engineering School

2015 Course Schedule – MEBA Members

ADVANCED FIRE FIGHTING

(1-Week Course) 10 students maximum
August 31 – September 4

ADVANCED METEOROLOGY

(1-Week Course) 6 students maximum
February 2 – February 6

ADVANCED PIPE WELDING

(2-Week Course) 6 students maximum
December 7 - December 18

ADVANCED SHIPHANDLING

(2-Week Course) 6 students maximum
February 9 - February 20

ADVANCED STABILITY

(1-Week Course) 6 students maximum
February 23 - February 27

BASIC OIL & CHEMICAL TANKER OPERATIONS

(1-Week Course) 12 students maximum
March 2 - March 6
October 5 - October 9

BASIC SAFETY TRAINING

(1-Week Course) 12 students maximum
February 23 – February 27
April 13 – April 17
June 22 – June 26
September 28 – October 2
December 14 - December 18

CADET COURSES

(3-Week Course) 80 students maximum
July 13 – July 31

CMEO

(1-Week Course) 12 students maximum
March 2 – March 6
April 20 - April 24
August 3 - August 7
October 26 - October 30

CONFINED SPACE-TANK ENTRY OPERATIONS

(1-Week Course) 12 students maximum
April 27 – May 1
October 26 - October 30

CONTAINER REFRIGERATION

(2-Week Course) 10 students maximum
February 2 - February 13
March 9 – March 20
October 12 - October 23
December 7 - December 18

DAMAGE CONTROL / CBRD

(1-Week Course) 12 students maximum
March 9 – March 13
March 30 – April 3
June 8 – June 12
August 24 – August 28
September 21 – September 25
November 9 – November 13

DIESEL ENGINEERING

(6-Week Course) 12 students maximum
April 13 – May 22
September 14 - October 23

ECDIS

(1-Week Course) 6 students maximum
March 9 - March 13
October 26 - October 30

ENGINE ROOM RESOURCE MANAGEMENT

(1-Week Course) 12 students maximum
February 2 – February 6
March 2 – March 6
April 13 – April 17
May 18 – May 22
June 15 – June 19
August 17 – August 21
September 14 – September 18
October 5 – October 9
November 2 – November 6
November 30 – December 4

FAST RESCUE BOAT / REFRESHER

(1-Week Course) 8 students maximum
June 22 - June 26
August 3 - August 7

GAS TURBINE ENGINEERING

(4-Week Course) 12 students maximum
February 2 – February 27
August 10 – September 4
October 26 - November 20

INDUSTRIAL ELECTRONICS

(4-Week Course) 12 students maximum
October 19 - November 13

INSTRUMENTATION

(3-Week Course) 12 students maximum
August 17 – September 4

LEADERSHIP & MANAGEMENT

(1-Week Course) 24 students maximum
February 9 - February 13
February 23 – February 27
April 20 – April 24
May 11 – May 15
June 8 - June 12
August 10 - August 14
September 21 – September 25
October 12 – October 16
November 9 - November 13
December 7 – December 11

MACHINE SHOP PROFICIENCY

(2-Week Course) 12 students maximum
March 16 – March 27
June 15 – June 26
August 17 - August 28

MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY

(2-Week Course) 12 students maximum
March 9 - March 20
March 23 - April 3
May 4 - May 15
June 1 – June 12
July 27 - August 7
September 14 – September 25

MARINE ELECTRICAL SYSTEMS

(4-Week Course) 12 students maximum
August 10 – September 4

MEECE REFRESHER

(1-Week Course) 24 students maximum
January 12 – January 16
January 26 – January 30
February 16 – February 20
March 9 – March 13
April 27 – May 1
May 4 – May 8
June 1 – June 5
August 3 – August 7
October 26 – October 30
November 16 – November 20
December 14 – December 18

RADAR RE-CERTIFICATION

(Examination Only)
Scheduled by Appointment

REFRIGERATION

(3-Week Course) 10 students maximum
August 10 – August 28

SMALL ARMS

(1-Week Course) 10 students maximum
March 2 – March 6
March 23 – March 27
June 1 – June 5
August 17 – August 21
September 14 – September 18
November 2 – November 6

STEAM ENGINEERING

(6-Week Course) 12 students maximum
October 12 - November 20

TANKSHIP - LNG

(2-Week Course) 12 students maximum
February 16 - February 27

TIG WELDING

(2-Week Course) 6 students maximum
September 14 - September 25

VESSEL SECURITY OFFICER

(1-Week Course) 12 students maximum
April 20 – April 24
August 3 - August 7

VISUAL COMMUNICATIONS (Flashing Light)

(Examination Only)
Scheduled by Appointment

VOYAGE PLANNING

(1-Week Course) 12 students maximum
March 16 – March 20
October 19 - October 23

WELDING

(4-Week Course) 12 students maximum
January 5 - January 30

WELDING PROFICIENCY

(2-Week Course) 12 students maximum
February 9 – February 20
September 28 – October 9
November 9 – November 20

ENROLLMENT PERIODS

- ◆ For classes held during January 1 to June 30, applications are accepted starting Monday, November 3, 2014.
- ◆ For classes held during July 1 to December 31, applications are accepted starting May 1, 2015.
- ◆ Based on application volume, CMES will be adding STCW-related course offerings throughout the year.



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.”

ROBERT CLYDE BAKER



Robert Baker steamed into the hereafter on May 5, 2014 at the age of 86. He was born in Newton, MA in 1927. He suited up with the M.E.B.A and turned wrenches as an engineer for 20 years sailing all over the globe. He last shipped out in 1974. Robert later went to work at Canal Electric as an Engine Room Supervisor. He leaves behind the mother of his children Virginia, daughters Lesley Cook and Lauren Schilling, and sister Muriel Gray. He also leaves behind his grandchildren Kristen Doherty, Kerri Cook, Robbie and Molli Mercer and great-grandchildren Caden and Paige Doherty. He will be greatly missed.

JOHN F. BARTEK

Eight bells rang for John Bartek on December 19, 2013 at the age of 61. He leaves his wife Patty, his daughters Elizabeth and Ashley and three brothers Robert, Steven and Richard. In addition, he is survived by his future son-in-law Adam Harris, a nephew and nieces, a pain-in-the-butt grand-dog and the “babiest of kitties” Chaquita. John grew up in Wallingford, CT with five brothers. They spent summers on Seaside Ave in Westbrook causing plenty of trouble. John graduated

from Xavier High School and Maine Maritime Academy. He sailed as a mariner for over thirty years, retiring as Master. Most recently, he worked as Ships Superintendent for Logistic Corp. on the New London State Pier. His love for the ocean extended throughout his life from Westbrook, CT to Seabrook, NH to Bremerhaven, Germany. John was a charter member of the Essex Corinthian Yacht Club and in his semi-retirement, became an active member at Westbrook Elks BPOE # 1784, where he and Patty volunteered for a number of events and made many lasting friendships. John was a dedicated fan of UConn Women’s Basketball, the New England Patriots and the Boston Red Sox, seeing at least one game a year at Fenway. He captained Ashley through multiple hikes of Mt. Monadnock and a walk through Europe, and Elizabeth through a job change, car troubles and much, much more. He even tried to captain his two unruly teenage girls from Haifa, Israel—it mostly worked, except for that one time when “Crashley” drove through the closed garage door. John enjoyed sitting with Patty on their back deck feeding birds and the neighbor’s chickens, though the moving of Patty’s jungle-like plants in and out for the season was always a dreaded task. Scratch-offs and pull-tabs were a daily activity, with much of the winnings donated to local charities. Life Choice Donor Services

would like to thank the Bartek family for their donation of John’s organs.

WILLIAM F. BECK

William Beck set sail for uncharted waters on Sept. 17, 2013 at the age of 92. Bill was the beloved husband of the late Barbara Beck; the loving father of Barbara Beck-Camacho and John Beck; the cherished grandfather of Christina and Stephanie; and the dear brother of the late Gertrude Nyden and Capt. Hans G. Beck. He was a US Navy veteran serving in WWII from 1943-1946 then joined the M.E.B.A. and shipped out for almost 50 years before retiring in 1996. He last shipped out for Nicholas Bachko Company in 1994.

BERNARD EDWIN CHISHOLM

Bernard Chisholm stood his final watch on November 28, 2013 at the age of 75.



He last sailed as Chief Engineer in the Horizon Lines fleet in 2003 before taking retirement later that year. Born in the Cayman Islands, he was a member and Elder of First Presbyterian

Church; Arlington Lodge No. 309, F&AM and a member of the Scottish Rite Bodies and Morocco Temple of the Shrine. Survivors include his wife Dorothy, daughters Jane (David) Martinez and Chrystal (Marko)

Edwards, son Bernard (Kathy), three sisters, a brother, four grandchildren and many nieces and nephews.

LLOYD WOODROW CROMWELL

Lloyd Cromwell rose above the horizon on November 23, 2013 at the age of 87. Born in West Bay, Grand Cayman, he last shipped out aboard the SS PONCE, a vessel operated by Puerto Rico Marine. In 1985 he took his well-deserved retirement. A loving husband, father, grandfather, brother and friend, he was an Army veteran who spent more than 40 years as an M.E.B.A. engineer traveling to nearly every corner of the world. He is survived by his wife of 61 years Joan; sons Lloyd W. Jr., Tom, Jimmy and Tim; eight grandchildren; three great-grandchildren, and sisters Nella Jane and Alice Kirkland.

HARLAN PITZER CROUCH, JR.



Harlan Crouch, Jr. shipped off to his final destination on July 3, 2014 at the age of 43. Harlan was born in the Panama Canal Zone and attended schools in Gamboa and Balboa. After high school, he spent several years at sea on a tugboat. Later he attended Panama Canal College. He was honored to receive a congressional appointment to the U.S. Merchant Marine Academy at Kings Point from which he graduated in 1996. After graduating, he spent several years at sea then started a business (Cocobolo Inc.) importing and selling exotic tropical hardwoods. He loved growing things, especially exotic plants. He was a master craftsman, having won several blue ribbons at the state fair for his beautifully turned bowls and vases made of Panamanian hardwoods. On December 14, 2012, he wed the love of his life Caroline Hinkle. They lived in Safety Harbor, Florida and Panama. He then resumed his seagoing career serving as Second Mate aboard the LIBERTY PRIDE. But an accident

in a shipyard in Bahrain claimed his life before he was able to see his son Harlan P. Crouch III – born just over a month later. Harlan Jr. is also survived by brothers Guthrie, Walter, Chad and Olin. In the wake of the accident, M.E.B.A. members showed their solidarity to help assist the Crouch family. The family was devastated by the loss of Harlan Jr., but the birth helped provide a measure of hope and encouragement and, in a sense, allows our M.E.B.A. brother to live on.

MILTON LAWRENCE DUVALL



Milton Duvall pushed off toward his final frontier on November 10, 2013 at the age of 91. He graduated from California's Benicia High School in 1941 then attended the U.S. Merchant Marine Academy at Kings Point, graduating in 1944. He then was drafted into the US Navy and served as an assistant engineer officer on supply ships during WWII in the Pacific. After the war, he continued shipping out with the M.E.B.A. retiring from Chevron USA after 31 years. Milton loved traveling so his retirement years included traveling extensively and moving to different locales until he got the urge to try another place. He is survived by his former wife Kay Ryerson; step-son Mike Ryerson and step-daughter Eve Carty.

SAMUEL L. FABROCINI

Sam Fabrocini sailed into the next life on April 13, 2014 at the age of 88. Samuel served his country honorably with the M.E.B.A. during WWII, Korea and Vietnam en route to a 40 year career serving in ship engine rooms. Among others, he worked for American Export Lines and Farrell Lines which he sailed for shortly before his retirement. In his leisure time he enjoyed skiing, hiking, biking, racquetball and was a member of Health Trax, East Longmeadow, MA. He is survived by his wife of 54 years Angela as

well as his children Sandra O'Neill, Bill and Robert; grandsons Michael O'Neill, Andrew O'Neill and Trey Fabrocini; his sister Elsiria Brandoli and many nieces and nephews.

LEVI L. FISHER

Levi Fisher reached his journey's end on October 28, 2013 at the age of 88. He joins his wife Artha, who died in 2010. Levi had a lengthy and productive shipping career that wound down in 1995 soon after he last shipped out with American President Lines. He was a resident of Mercer Island, Washington and is survived by his daughter Myrtle and son Levi.

EDWARD C. GALLAGHER JR.



Edward Christian Gallagher Jr. set sail on the last voyage of his earthly life on September 15, 2014 at the age of 76. Edward was born in Detroit Michigan on March 24, 1938. He served in the U.S. Navy for nearly six years in the early 1960s. In 1967, he married his longtime sweetheart whom he met while stationed in Okinawa, Japan. A seaman at heart, Edward continued to serve his country and provide for his family as a civilian from 1990 until 2014 with the Navy's Military Sealift Command. A former QMED and NMU/SIU member, he made application with the M.E.B.A. in 2004 and continued sailing in the MSC fleet as an engineer. He is survived by his wife of 47 years, Mitsue Teruya Gallagher, son Edward Christian Gallagher III, daughter Zhennaa Gallagher Thompson, son-in-law T.D. Thompson and two beautiful granddaughters Maya Zhennaa Gallagher and Isla Quinn Thompson. He is also survived by many siblings, nieces and nephews. Ed always said he owed his life to the sea so it's only fitting that he will be buried at sea at a future date when his loved ones can join together to celebrate his life and scatter his ashes.



ARMAND D. GRANT

The keys went silent for Armand Grant on October 25, 2013 at the age of 89. He had a productive and colorful career crossing the globe while keeping the lines open in ship radio shacks for many years. A member of the ROU, he last shipped out for Sea-Land Service in 1986 aboard the SEA-LAND PIONEER. Very independent-minded and unwilling to allow any tethers tame his wild spirit, Armand was a proud, lifelong bachelor.

CARL W. GRAVES



Carl Graves made his final crossing on January 30, 2014 at the age of 90. Born in Lafayette, IN, Carl joined the M.E.B.A. during World War

II and shipped out for 24 years. Following his maritime service, he put his engineering experience to work as an employee of DeLaval Turbine (later Transamerica) from which he retired in the late 1980s. Known for his quick wit and generosity, he will be deeply missed by family, friends and neighbors. Predeceased by his beloved Martha Jean, he is survived by daughters Vicki Ferguson, Linda Salansky, Carleen Dunn and son Carl A. Graves, as well as by grandchildren Christofer, Rachel, Nick, Claire and Parker.

ROBERT J. HILL

Robert Hill set course for calmer waters on January 14, 2014 at the age of 75. He sailed all over the world for a variety of shipping companies and, like all M.E.B.A. officers, supported national security in times of war and kept our economy moving in times of peace. He last shipped out for American President Lines before his 1996 retirement. He is survived by his wife Laurel and children Sarah, Heather, Rhonda and Paul.

DAVID E. HOFFMAN

David Hoffman shipped off toward his final destination February 7,

2013 at the age of 57. A skilled engineer, David last sailed on the APL PHILIPPINES in 2005 before filing for retirement the following year. He is survived by his wife Kanjanavadee and sons Daniel and Andrew.

DARRELL J. KEATON

Darrell Keaton sailed into safe harbor on October 21, 2013 at the age of 90. He had a long and prosperous shipping career that was the source of fond memories and endless stories for the rest of his life. His seafaring life wound down in the early 1980s. Darrell made his home in Stevensville, Montana and is survived by daughters Joyce McGraw and Sharon Keaton as well as son Paul. He joins his wife Rose who died in 2011.

FRANK LAURITO



Frank Laurito, Headquarters staffer, gentleman, accounting wizard and all-around good-guy sailed into the sunset at the age of 85. Frank was

hired on by the M.E.B.A. during the presidency of Herbert Daggett in 1956 after having worked on Wall Street. He went to work at M.E.B.A. Local 33 (New York) on 752 Broadway working under Bud Lamy. At that time M.E.B.A. Headquarters was also in the Big Apple, at Battery Park. He became close with Leon Shapiro, Charlie Black, Jesse Calhoun and Roy Luebbe among many others. When Headquarters was relocated to Washington D.C. in the summer of 1977, President Jesse Calhoun lured Frank away from the New York hall to serve as Comptroller at 444 North Capitol Street. Once in a while they let him out of the office, like when he and Jesse scouted out the property in Easton, MD that would eventually become the site of the Calhoun M.E.B.A. Engineering School (CMES) relocated from 9 Light Street in Baltimore. Frank was part of the M.E.B.A. for many groundbreaking Union events. He was in on the front-end when the Union created the

District system and the Political Action Fund among other things and he worked behind the scenes during a busy and productive chapter in M.E.B.A. history. Those who knew him were lucky to hear him tell the inside scoop about all those momentous occasions.

He took a hiatus from the Union in the late 1980s soon after Jesse Calhoun retired and Frank then ran an auto insurance business in Gaithersburg, MD. It was a real blow when his wife Rita died in 1986. Frank was remembered after the Union ousted President DeFries from office in the early 1990s when M.E.B.A. democracy was reestablished. He was then brought back onboard first as a consultant by President Gordon Ward, then hired on full-time serving as Comptroller. 51 years after he initially saddled up with the M.E.B.A., Frank announced his retirement in 2007. He was always proud that he ran a clean operation for the Union and did things the right way.

Frank appeared on the *Marine Officer* cover in 2003 when the Editor needed a willing participant to play the part of a Plans employee for the issue. He was always proud of it and showed off a framed copy of the magazine to all his friends and family. Frank bled M.E.B.A. blue & gold until his dying day – July 16, 2014. He lived out his final years in New York. Much of the current staff at Headquarters worked with Frank and remember him with a smile on their face and a tear in their eye. Staffers were on hand to bid him farewell at his burial by Rita's side at the Gate of Heaven Cemetery in Silver Spring, MD. They purchased a brick in his honor that was placed in the Merchant Marine Memorial garden at the CMES. Mr. Frank will always be a part of the M.E.B.A.

THOMAS C. LAWSON

Thomas Lawson climbed the gangway to the great beyond on January 30, 2014 at the age of 95. Tom was born and raised in the Prentis Park neighborhood of Portsmouth, Virginia, to parents Dwight M. Lawson and Kate

Kirtley Lawson, who were originally from Gloucester and Goochland counties respectively. He attended a nearby grammar school, and until late in life could remember the names of all eighteen of his first grade classmates as well as the teacher. With an excellent memory for people, places and events, Tom was often a source of information for friends and family alike. He was a proud graduate of Portsmouth's Woodrow Wilson High School and co-captained the 1937 football team. In early 1943, he graduated from the Apprentice School at Newport News Shipbuilding and soon joined the M.E.B.A. and shipped out in support of his country during World War II. He continued performing engine room miracles until the early 1970s. He then moved to rural Isle of Wight County and was active in the county Ruritan Club for many years and a volunteer for Meals on Wheels in Suffolk. Tom enjoyed watching sports, gardening, fishing, playing Santa Claus during the Christmas holidays, visiting friends and singing popular songs from his younger days, usually in the mornings. In the mid-1980s Tom and his brothers Glen, John and George re-established the Gridiron club, a group of WWHS alumni who met twice a month to renew acquaintances and enjoy old times. The club still meets to this day. Tom was preceded in death by his wife of 49 years Alice Darden Lawson. He is survived by his son David (Constance), grandchildren Simone and Holly (Jorge), great-grandchildren Kamilo and Ari, and several nieces and nephews.

JAMES R. MAHONEY



Jim Mahoney crossed the final bar on April 23, 2014 at the age of 53. He was a graduate of the Calhoun M.E.B.A. Engineering School and respected shipmate of many a member. He sailed out of the M.E.B.A. Union hall in New Jersey. Jim is survived by his four sons, Jim, Liam, Sean and Malachy; his parents

Joe and Eileen and his three siblings Joseph (Dawn), Brian (Michelle) and Annette Cross (Dave), as well as three nieces and seven nephews.

ETHEL V. MATHISON



Ethel Mathison concluded her earthly journey on March 14, 2014 at the age of 88. Ethel turned in many excellent years of service at the Diagnostic Center in Baltimore. She retired in late 1988. The beloved wife of Melvin Mathison, she is survived by a host of nieces and nephews.

GEORGE E. MURPHY



George Murphy, sailed into the sunset on June 4th, 2014 at the age of 90. George was a graduate of the Massachusetts Maritime Academy. He took part in the Normandy invasion on the Liberty ship SS CLARA BARTON, which ferried troops to Utah Beach. The vessel was grazed by a German tank shell but a sister ship, the SS CHARLES MORGAN, took a direct hit and had heavy casualties. "Moving into Utah Beach on D-Day, the sky was filled with Allied and Axis planes. It looked like a huge fireworks display with the tracer bullets from over two hundred ships filling the blue sky," George recalled in his 1995 memoir, *It Didn't Happen on My Watch*. He also served on the Liberty ship SS HENRY W. LONGFELLOW during the war. He received the WWII Victory Medal, Atlantic War Zone Medal and Mediterranean Middle East War Zone Medal. He stayed at sea after World War II and built a career with United States Lines. A member of the Naval Reserve, he also served in the Korean and Vietnam wars and received medals for his service. He retired as a port engineer, responsible for mechanical work on U.S. Lines cargo ships. In 1988, the thousands of merchant seamen who saw duty in

World War II received veteran status making them eligible for pensions, health care and other benefits. George had helped lobby for the change. "What really stuck in his craw was that for most of the medals he was due, he was given the ribbons but was told by the government that he had to buy the medals," George's son Timothy said. He and other merchant marine veterans were honored in 2010 by the Russian Consulate General's Office in New York for delivering critical military supplies to Russia during World War II. His other self-published memoir, *Scuttlebutt*, came out in 2002. "Dad would always tell us his sea stories and we'd tease him about the embellishments," another son, Stephen, said. "Our mom finally convinced him to write down the stories, and the books followed." George sold the books through a website and maritime trade journals. He stayed active till the end. In March, he sent a folksy fundraising letter to members of the American Merchant Marine Veterans' Dennis A. Roland Chapter of which he was vice president. He reminded his comrades not to forget the chapter's annual gala at the Town and Country Inn in Keyport. "Bring your appetite and dancing shoes," he wrote. He signed off with, "Keep your bilges dry!" He was also a third degree member of the Knights of Columbus, and a member of the American Legion Post 0207. He is survived by sons Stephen, Morgan and Timothy, 14 grandchildren and six great-grandchildren. He was predeceased by his first wife, Priscilla and second wife Pauline, who had been his high school sweetheart in Massachusetts; sons Michael and Damien and an infant daughter, Susan.

LOUIS A. NYIRI



Lou Nyiri sailed into another life on February 26, 2014 at the age of 83. He served in World War II with the U.S. Navy before joining the M.E.B.A. and shipping out soon after. He last sailed as Chief Engineer



aboard the USNS MAJOR STEPHEN W. PLESS for Waterman Steamship. In 1999, he hung up his calipers and took his well-deserved retirement. Lou was a member of the State College Presbyterian Church where he served as a deacon. He was also a member of the F&AM Lodge #268 in Bellefonte, PA and the State College American Legion Post 245. He was preceded in death by his wife of 54 years, Ethel, who died in 2012. He is survived by daughters E. Valarie Nyiri and Luann Nyiri-Weaver, son Rev. Louis Nyiri II, grandchildren Arnie, Melinda and Joseph Hutchings and Alex Nyiri, and great-grandchildren Erik and Jackson Hasty.

JOHN FRANK OBRYCKI JR.

John Obrycki steamed into the afterlife on July 6, 2013 at the age of 89. He was a resident of Orlando, FL. Born in Wilkes-Barre, PA, his stellar career as a merchant mariner spanned almost five decades serving in World War II, Korea and Vietnam. John earned his Chief Engineer's license as a young man and demonstrated his expertise aboard ship for a variety of companies and on many different vessels. After a well-deserved retirement in February of 1987, John and his wife Mary settled in Sarasota, FL. He was widowed on May 3, 2012 when his beloved wife Mary passed. He is survived by his loving children, son John W. Obrycki and wife Susan, daughter Sharon T. Griebe and husband Bob, and three devoted grandchildren, Kelly, Bobby and Ariel.

RUBE FRANKLIN OWENS

Rube Owens sailed off to his final port of call on July 9, 2014 at the age of 85. After his discharge following four productive years in the Navy, he shipped on the Great Lakes for almost four years where he met his surviving wife of 51 years – Rita Gummerson from Marquette, Michigan. Together, they had son Timothy W. Owens. Rube has a daughter, Patricia Haley, from his first marriage. He is survived by two sisters, a half-sister, a half-brother, three grandchildren,

three great-grandchildren and one great-great-grandchild.

ERIC W. PETERSON

Eric Peterson made the big jump on August 21, 2013 at the age of 66. He graduated from Stearns High School in Millinocket, Maine and from Maine Maritime Academy in Castine, Maine in 1969. Eric married Nancy Watson in 1970 and moved to Washington State in 1972. He began his seagoing career in 1969 as an engineer with American Mail Lines and then as a Chief Engineer for American President Lines. He was an avid sportsman enjoying fly-fishing, salmon fishing on the Columbia River, and bird-hunting with his beloved dogs. Eric and Nancy had three children: Trevor Peterson (Heather) and their daughter Abigail; Bror Peterson and his three children Carissa, Summer and Ryder; and Brent Peterson and his girlfriend, Allyn Cantor. He is also survived by three sisters, Donna Young, Laura Maloney and Susan Peterson as well as two brothers, James Peterson and David Peterson. Some of his closest family were other engineers that sailed with him over his 40 years at sea. During the five years of his illness, they and their families were a constant source of encouragement, prayers and sea stories.

RALPH C. PRYOR

Ralph Pryor awoke to life immortal on December 29, 2013 at the age of 93. He spent a fruitful career at sea sailing as Chief Engineer for many years. Ralph last shipped out in 1985 with Farrell Lines before hanging up his boiler suit and settling down in De Bary, FL. His first wife June died in 1987. He is survived by his second wife Joan as well as many family and friends.

RAYMOND RATLEY



Raymond Ratley made his farewell on September 19, 2013 at the age of 88. Raymond served his country proudly in the

U.S. Coast Guard and then as part of the M.E.B.A. He is survived by his wife Maxine Hefley Ratley; sons Terry Cooper (Rebecca) and Dennis Cooper; daughters Karen Seward (Paul) and Kanda Wimberly (Keith); sister Lillian McMath; 15 grandchildren; 24 great-grandchildren and numerous aunts, uncles, nieces, and nephews.

JAMES S. REEDER

James Reeder made his last muster on September 4, 2013 at the age of 85. He sailed in ship radio shacks for years as a member of the Radio-Electronics Officers (ROU) a District of the National M.E.B.A. He last went to sea in 1994 with Farrell Lines before hanging up his headset the following year with his retirement. He was a resident of Houston, TX and is survived by nephew Randy Sims and niece Elizabeth Luton among others.

WILLIAM N. ROHRER



William Rohrer sailed into the next life on Dec. 22, 2013 at the age of 73. He honorably served his country for 30 years in the U.S.

Coast Guard, a service distinguished with extraordinary achievements and true valor. He also worked as a pilot for Eastern Airlines, as a Radio Officer and more recently as a U.S. Customs and Border Patrol agent. He last shipped out aboard the CAPE DIAMOND in July 1999 for Marine Transport Lines. He was a proud member of Mensa, the Afifi Shrine and the Masonic Steilacoom Lodge #2, and the Tacoma Radio Club. Since the age of 14, he was an avid ham radio operator. He was a resident of Tacoma, WA and is survived by many family and friends.

RUSSELL D. ROSENE



Russell Rosene embarked on his final passage on August 23, 2014, at the age of 92. He was born in Massachusetts of

Swedish ancestry, moved to Flint, Michigan and later to Los Angeles, where he graduated from Hollywood High School and got his first job at Walt Disney studios. A radio officer, Russ served in both Pacific and Atlantic theaters of World War II. He was known for his stories and his sharp memories of the events of those years. At his death, he was a member of the Carl W. Minor chapter of the American Merchant Marine Veterans. He worked internationally with the United Nations, the Peace Corps, the American Friends Service Committee, and other organizations, which sent him to many countries throughout the world, especially to Latin America, where he became fluent in Spanish. He returned to the sea for his last years of employment, working with the Chevron Oil tanker fleet. When he finally hung up his headset, he had sailed in ship radio shacks for fifty years. Russ was very fond of Avila Beach, having moved there with his first wife, Nita, and young family in the early 1950s. Though he left many times to take up international positions, he kept returning to the San Luis Obispo area, living in Oceano and most recently in Shell Beach. He was frequently seen with his camera taking shots of the beautiful sights of the beaches, the rolling hills, trees, windflowers, and sunsets. "I am phototropic," he would say, "I grow toward the light." A gregarious personality, Russ was someone who truly loved life. He enjoyed outdoor adventures and meeting new people and learning about their lives. Infused with Quaker principles as a volunteer in the Gaza Strip in 1949, he was also a humanitarian, with an active interest in the plight of others. Married three times, he is survived by his wife, Darlene Tunney; his first wife, Nita Rosene; their son Chris (Sheila) and their daughter Sandra. He leaves behind three grandchildren Maya, Josh, and Ryan; and three great-granddaughters, Hilayah, Natalia, and Georgia. He is also survived by second wife, Wilda Rosene; step-children Lisa Tunney Irwin (Peter) and Tyler

Tunney (Ruth); step-grandsons Joseph, Captain Jack, and Campbell. Russ always had a cup of coffee on the go, whether on a stop somewhere from a tour in his red Mustang convertible, or back home with Darlene where there is a plaque that reads, "this home is full of love, laughter, and lots of coffee!" His final days were spent at Casa Rosa Elder Care, where he received the finest care. He retained a strong appetite and love of food always consuming everything on his plate. Lisa spoke for the whole family to wish him "sunny skies and apple pies."

A SEALEY

The keys went silent for A Sealey on June 9, 2013 at the age of 88. He shipped out with the ROU and made sure his ships stayed "in the know" and had a distinguished career at sea. He last sailed with Sea-Land Service aboard the SEALAND EXPLORER before hanging up his headset in 1991. He joins his wife Beverly who died in 2001.

ROBERT J. SHIELD

Robert Shield sailed off toward his final port call on July 29, 2013 at the age of 92. He was a longtime member who carried the M.E.B.A. banner while working for a multitude of shipping companies over a colorful and impressive career. He last shipped out in 1987 before settling down in Chico, CA. Robert is survived by his children Robert, Jr., Sandra Prince, Roberta Thomas and Patricia Chaplin among others.

STANLEY EARL WHITEMEN

Stanley Whitemen journeyed to the great beyond on May 3, 2013 at the age of 91. He held the ham license, W1MDZ, since the 30s and was a member of the 99ers group. As a veteran of World War II, he served honorably as a radio operator, and was one of the survivors of the harrowing Murmansk Run for which he was honored by the Russian government with a medal. After the war he worked

for Northwest Airlines in Japan then joined the Weather Bureau to begin building the radio stations supporting the weather operations in the Arctic. When his mentor, Colonel Hubbard, was killed in a plane crash before his eyes, he left the government and bought a farm in Maine. There he met his wife Mary Ellen French Whiteman. They were together over 60 years. In 1951, Stan returned to the Merchant Marine until he went to work for WABI-TV, Bangor, where he remained until he joined the CIA in Washington D.C., in 1956. He lived in Iran, Cyprus and Nigeria. He traveled throughout Africa, South America and the Far East, retiring in 1978. He and his wife lived in Falls Church, Va., for 10 years then moved to their little horse farm in Leesburg, Va., where they lived for the next 22 years. While living in Virginia, Stan studied for five years at Corcoran School of Art in continuation of his painting, which he started at around 10 years old. He took courses at George Washington University, the Smithsonian and was a member of Loudoun County Art Society. He was also a copyist at National Gallery of Art. He was a life member of National Rifle Association. Retirement eventually brought them back to Maine in 1992 to settle where his wife was born and near his farm property. He organized several art shows in the Danforth town hall including an international show that brought many Canadian artists and musicians. He was a proud member of McKinley Post No. 46 American Legion, Danforth, once the U.S. government recognized the sacrifices the Merchant Marine made in World War II. Stan is survived by his wife Mary Ellen; close cousin Vera Boardman.; nephew Roy Whiteman; niece and husband Norma and Richard Chesnut; great-nieces and great-nephews; honorary family members Dana and Angela; and children Caleb and Aaron Morrison; as well as lifelong friend Nelson Corcoran.

CALVIN ENGLISH WILLETTS

Calvin Willetts sailed into the next



life on February 17, 2014 at the age of 87. He was a resident of Snug Harbor on Nelson Bay in Sea Level, NC. He was born in Egg Harbor City, N.J. and served in the U.S. Navy, U.S. Coast Guard and U.S. Army, before putting on an M.E.B.A. boiler suit and shipping out on a variety of vessels. He is survived by his sister, Blanche Harmon and devoted caregiver Judith Davey.

GERARD H. WINTER, JR.



Jerry Winter, a native of New Orleans, and a Chief Engineer with the Army Corps of Engineers found his safe haven June 21, 2014 at the age of 62. A highly

respected shipmate, he put in 31 years with the Army Corps before retiring in March 2014. Jerry served on the Dredge WHEELER. He was a 1982 graduate of the Calhoun M.E.B.A. Engineering School (Group 75-A) and a longtime member. Survivors include his beloved wife Jan, stepson Richard Mendoza, grandchildren Taylor, Mason, Mikah and Mackenzie Mendoza and Giselle Rouleau; brother Marvin (Suzanne), sisters Gloria Toledano (Roy), Patricia Lyons (Billy) and Sylvia Aupied (Butch). He was preceded in death by his parents Gerard H. Winter, Sr. and his beloved

mother Annie McCarthy. Jerry will be greatly missed by a host of family and friends. He will be fondly remembered for his loving and giving nature. Classmate Norm Koehler, said “Jerry was one of a kind. Super smart and super confident. He kept his friends in stitches and he had their backs. Jerry was a truth teller, a great wit, and he knew how to have fun. He will be missed. My condolences to everyone who knew him.” Dave Cake also graduated CMES with Jerry. He noted, “Jerry worked hard and played hard. He was well-liked by all that knew him. He will be sorely missed. In true Jerry style he wanted no funeral, just to slip quietly into the mist.”

BARZILLA EARL YOUNG

Barzy Young stood his final watch on March 17, 2014 at the age of 70 following a short but ferocious battle with pulmonary fibrosis. An Idaho native, Barzy spent most of his life in Boise.



He was a graduate of Borah High School and the U.S. Merchant Marine Academy. Barzy’s career as a marine engineer took him to ports of call all over the world, including a three-year tour in Vietnam. In between ships, he was active in the historical preservation of buildings, restoring the Miners’

Exchange Bar in Idaho City as well as several houses in Boise’s NorthEnd. He worked with the Idaho Historical Preservation Commission to try to save the Eastman Building and volunteered his time restoring the Bowen House. Barzy was a proud member of the Idaho American Civil Liberties Union (ACLU), active in the Snake River Alliance and the Idaho City Historical Society. He was a 30 year M.E.B.A. member. Barzy was an honest man with high integrity who could not abide a falsehood or people he considered chameleons. He was always a straight shooter, outspoken and bull-headed. He prided himself on being very frugal but was always generous to others. It brought joy to his life whenever he could help a neighbor, friend, or family member and he would drop everything to do so. Barzy was a dedicated father and friend to his children. In his youth he was the Boise City yo-yo champion and excelled at track and tennis. Barzy is survived by his children Chelsea and Nathan (Jenna) Young, his spousal equivalent of 27 years, Joanne Springer, his sisters Patricia Young (Byron Johnson), Mary Allington (Wally), Kate Sullivan, and Elizabeth Young, his “sister” Jayne Robinson (Mark), his numerous cousins, nieces and nephews, his “old wife” Connie Pennick (Mike), his Aldape Heights neighbors, and many, many friends from as far back as grade school.



In the engine room of the Maersk Line, Ltd. Maritime Security Program vessel ALLIANCE RICHMOND are 1st A/E Jeremiah Taylor and Chief Engineer John Kalmukos.



Recently in Honolulu onboard Matson Navigation's M/V RJ PFEIFFER are (l-r) Wiper S. Noe, MFOW dayworker Butch Lumansoc, M.E.B.A. Honolulu Rep. Luke Kaili, M.E.B.A. 1st A/E Edwin McIntosh, M.E.B.A. C/E Paul Mooney, M.E.B.A. dayworker Alex Mahimer, retired M.E.B.A. dayworker Howard Feldan, M.E.B.A. dayworker Jeff Macatiag, MFOW dayworker Travis Kehoe, M.E.B.A. 3rd A/E Kevin Woloszyk and retired M.E.B.A. dayworker Tom Jordan.

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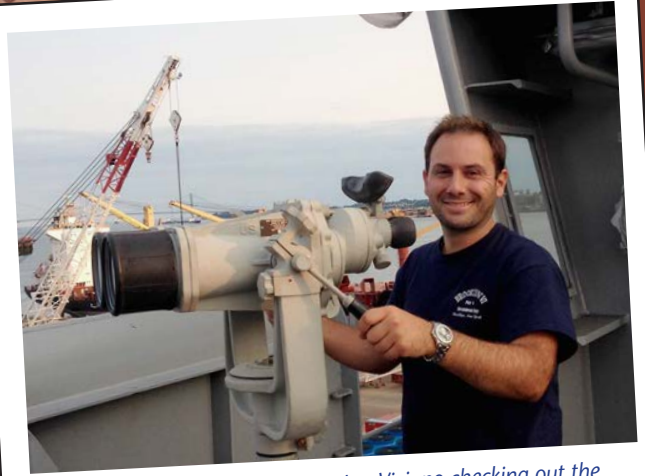
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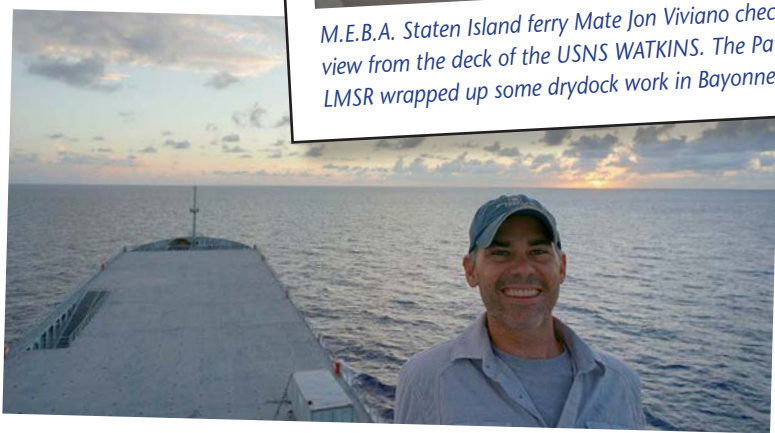
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2nd A/E Danny Colon on the Keystone CAPE VINCENT. The Keystone vessel CAPE RISE can be seen in the distance.



M.E.B.A. Staten Island ferry Mate Jon Viviano checking out the view from the deck of the USNS WATKINS. The Patriot-managed LMSR wrapped up some drydock work in Bayonne, NJ recently.



Darin Huggins on the Keystone operated CAPE VINCENT at sunrise.



A dream came true for new "Mr. Popularity" Andrew Wormwood when he won the "Beer for a Year" raffle benefiting M.E.B.A.'s Good & Welfare Fund. It was made possible by Portland, Maine's Shipyard Brewing Company. Many thanks go to all those who purchased tickets in the name of a great cause. Additional gratitude goes to the M.E.B.A. officials who made the tickets available especially Norfolk Branch Agent Tracy Burke who sold over 200.



M.E.B.A. engineers at the dock in Oakland getting ready to depart aboard the HORIZON PACIFIC. Left to right are 3rd A/E (12x4) Andrew Martin, 1st A/E Dave Barstow and C/E Andrew Hunt.