

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Fall 2010



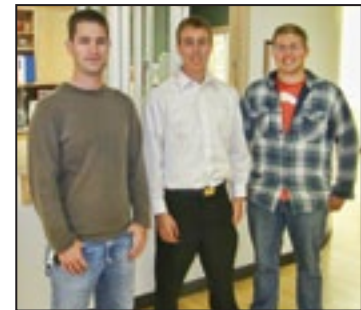
M.E.B.A./Government Partnership
**Helps Members
Navigate Rough Seas**



Faces around the Fleet



The Patriot Contract Services-managed RRF vessel CAPE FAREWELL was turbo activated in April 2010. The crew included (l-r) the Chief Mate, C/E Tim Landrum, obscured person, Port Engineer, 1st A/E Tim Harrington, obscured USCG, and 2nd A/E Munuwar Karim.



New California Maritime Academy graduates on their first day out of school. Left to right are Andrew Walton (M.E.B.A. deep sea applicant), Daniel Straatsma (MSC hire/M.E.B.A. applicant) and A.J. Eisenhower (Alaska Marine Hwy/M.E.B.A. applicant).



2nd A/E Robbie Roche (front) and Kings Point cadet Tony Salarno get ready to complete generator maintenance aboard the M-Ships car carrier ALLIANCE NORFOLK.



1st A/E John Booth, Maintenance Engineer Glenn Sharp, Cadet Nate Putnam and Maintenance Engineer Matt Miller in Beaumont, Texas preparing to pull a piston head onboard Central Gulf's M/V GREEN LAKE.



1st A/E Charlie Mitchell, 2nd A/E Nate Weymouth and 3rd A/E Matt Boleza aboard the OSG vessel OVERSEAS TEXAS CITY.

On the Cover: Crew members aboard the Military Sealift Command fast combat support ship USNS BRIDGE transfer a pallet of supplies during a replenishment at sea with the aircraft carrier USS RONALD REAGAN. A new improved partnership with the Federal Government is proving a real benefit for our many Government fleet mariners. (Photo by Mass Communication Specialist 3rd Class Stephen Votaw).

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.

The Marine Officer is adhering to M.E.B.A. election season rules in this edition. When applicable, this issue refers to candidates for M.E.B.A. office only by position and not by name. In addition, no images of candidates will appear in the M.O. until after the ballots have been tabulated on December 6th. This policy exceeds regulations laid down by Title IV, Section 401(g) of the Labor-Management Reporting and Disclosure Act of 1959 ("Landrum-Griffin"), 29 U.S.C. 481(g).

Message from the President

The recent electoral choices made across America will have profound implications on the American merchant mariner. Without the assistance provided by the Jones Act, Cargo Preference, and the Maritime Security Program (MSP), the U.S.-flag fleet could not compete with the unregulated and dangerous ships crewed by underpaid and unskilled sailors. It is with these thoughts in mind that the M.E.B.A. political team has hammered away at our issues, even with the distractions of the national election.

On this front, the most important piece of news was the recent passage of the Coast Guard Authorization bill. The provisions to come out of this bill are detailed later in this issue, but a few provisions of the new law should be noted. First, Section 910 ensures that no mariner who acts in self-defense when facing an act of piracy on the high seas can be held civilly liable for damage done to aggressors. The M.E.B.A. considers this provision a fundamental right of self-defense but only one step in our continued efforts to solve the piracy problem. Second, Section 906 ensures that mariners working on the navigable waters of two or more states cannot be subjected to state income tax in each, or either, state. Thus, M.E.B.A. members working in the interstate coastwise trade will not have to pay state income tax on their wages earned while they temporarily work in a given state. Both of these provisions remedy categorically unfair situations, and the M.E.B.A., working with American

Maritime Congress, MIRAID, and the Transportation Trades Department, led the charge to successfully change the law and protect the membership.

A more serious threat to our way of life comes in the form of legislators questioning the wisdom of the Cargo Preference and MSP programs. The growing federal deficit has brought these programs unwanted attention as legislators and executive officials looking to save money consider government-wide spending freezes and cutbacks. Faced with this challenge, the M.E.B.A. political team is working with Department of Defense officials to ensure that the MSP is classified as an essential national security program exempt from any spending freeze. Without such an exemption, MSP funding would not increase as required under our companies' contracts, and money that has been allocated for employee raises and inflationary pressure will disappear. Therefore, securing an exemption is a legislative priority.

Finally, following recent events, the Jones Act came under fire. As the United States dealt with the aftermath of the Gulf oil spill, some lawmakers argued against the Jones Act because they felt it prevented foreign ships from participating in the cleanup. These complaints were based mostly on misinformation and speculation, but they highlight the constant risk associated with our way of life. To that end, the M.E.B.A.

was represented recently on a panel debating the merits of cabotage laws. Together with Matthew Paxton of the Shipbuilders Council of America, the M.E.B.A. defended the Jones Act as an important part of the country's national and economic security. The M.E.B.A. emphasized that the Jones Act is a common-sense provision that provides decent wages to Americans who will spend their money in this country, hopefully preventing more of our capital from flowing offshore. By defending this most vital maritime statute before Washington lawmakers and in the court of public opinion, the M.E.B.A. works to preserve our way of life and make a life at sea a personally and financially rewarding investment.

In the coming years, the United States will have to face the harsh realities that come with an expanding national debt. But, U.S.-flag shipping has a success story to tell—we provide invaluable services in furtherance of our nation's defense, and we do so at a cost that saves our Defense Department a significant amount of money. By getting this message out via our network of legislative, executive, and military contacts, we will continue to provide service to the country and our members.

**In Unity and Friendship,
M.E.B.A. President**



A New Beginning for Labor-Management Relationships within the Federal Government

Healthy and productive labor-management relations are of great importance to all organizations both in the private and public sector. Good union-management relationships foster high workforce productivity something that is absent in workplaces characterized by labor strife and worker resentment—whether union or non-union.

There's now a substantial body of evidence on the economic impact of U.S. unions. Unions typically raise the wages of employees they represent, boost fringe benefits of those same workers and increase pay of non-union workers in occupations and industries with substantial union presence as non-union employers move closer to union standards. Employee turnover is reduced by lessening the number of quits (voluntary separations) thus increasing the retention of skilled employees and enhancing human capital and productivity in both the firm and the economy as a whole.

In signing Executive Order (EO) 13522 on December 9th, 2009, President Obama acknowledged the importance of good labor-management relations. The EO calls for Federal agencies to work together with employees and unions to improve the delivery of high quality services to the American people.

An improved labor partnership with the Federal Government benefits our many members sailing in the Army Corps of Engineers fleet. The dredge hopper McFARLAND keeps navigation channels clear along the Atlantic and Gulf coasts. Army Corps vessels have been leaned on heavily following disaster situations such as Hurricane Katrina and the BP oil spill.

President Obama's EO supports the creation of labor-management forums to "promote partnership efforts between labor and management and to foster successful labor-management relations." It also ordered the creation of the National Council on Federal Labor-Management Relations.

President Obama re-established the labor-management partnerships that thrived during the Clinton era and ordered the national council overseeing the partnerships to set up a few pilot programs to bargain on so-called permissive subjects. Permissive subjects include the number, types and grades of employees assigned to an organization. Those have traditionally been issues that managers have decided on their own and informed unions 'after the fact.'

The Council (consisting of labor and management reps) advises the President on matters involving labor-management relations in the Executive Branch, creates Department or agency level labor-management forums and promotes partnership efforts between labor and management, among other things.

Of the 45 agencies that released plans on how they would implement labor-management partnership councils, the Department of Defense is the only major agency that unequivocally said it wants to run a pilot program requiring the parties to negotiate items once declared non-negotiable by management. DoD said it is now trying to figure out where it will hold these pilots, and waiting for more guidance from the National Council on Federal Labor Management Relations. M.E.B.A. has requested to be a part of a pilot program.

DoD's implementation plan for EO 13522 has been approved by the National Council. The Defense Department has approximately 1,600 local bargaining units worldwide affiliated with 45 unions representing about 450,000 bargaining unit employees. More than 700,000 civilian employees work for DoD with bargaining unit employees comprising 60% of the DoD's workforce (to include M.E.B.A. bargaining unit members employed by the Military Sealift Command and the Army Corps).

The Defense Department recognizes that civilian employees are key to supporting their mission to protect the American





NOAA Ship PISCES has provided valuable research information in U.S. waters from the Gulf of Mexico, Caribbean, and South Atlantic to North Carolina. M.E.B.A.'s heightened relationship with the Federal Government has proven valuable for our NOAA mariners.

people and labor organizations give a voice to workers in critical personnel and workplace matters. The parties are committed to formulating guiding principles, including defining the meaning of pre-decisional involvement, adequate information, and a good-faith attempt to resolve issues.

These principles and definitions will be applicable to all forums within DoD to the extent practicable.

Characterized by openness, trust, and cooperation, labor-management forums will pave the way for improving the way the DoD does business. The DoD is committed to partnering with labor for many reasons including the fact that DoD's civilian employees provide critical support to the ongoing war effort and the larger mission of the DoD. In addition, collective bargaining

rights are the key to ensuring a healthy and engaged civilian workforce and working with labor representatives in a collaborative manner is the best way to improve the DoD operations.

These cooperative efforts have been realized most recently at the Military Sealift Command since Admirals Buzby and Wray took the helm. Their strong commitment to improving labor relations within MSC and the Military Sealift Fleet Support Command is evident by the numerous meetings that they've initiated with labor. This has resulted in transparent communication with less conflict-laden ways to resolve issues as they should be resolved in a constructive labor management relationship.

As previously reported, M.E.B.A. has joined ranks with the Federal Workers Alliance, a coalition of unions

that is taking shape in Washington, to coordinate and provide a united front on issues related to the entire federal government – not just issues limited to the Department of Defense. Having experienced so much success with the United DoD Workers Coalition



M.E.B.A. Government Fleet Rep. Randi Ciszewski at October meetings with the Military Sealift Command attended by MSC Commander Rear Admiral Mark Buzby. M.E.B.A. CIVMARS are sailing all over the map for MSC.



Government Fleet Rep. Randi Ciszewski with M.E.B.A. Chief Engineer Raymond Blanchet who serves as a Civilian Mariner advocate (Team Lead, Human Capital Development Group) in our many discussions with the MSC.



M.E.B.A. officers sail aboard the USNS HOWARD O. LORENZEN, MSC's new missile range instrumentation ship. Left to right are PPE Jim Thilenius, Chief Engineer Jim Goodheart, ET Ed Higgins, 2nd A/E Al Juergens, and 1st A/E Nate Reifenheiser during MaK main engine training in Kiel, Germany.

(UDWC) (namely the full repeal of the National Security Personnel System (NSPS), federal employee unions have established the Federal Workers Alliance which will be very similar to the UDWC. The UDWC is still in existence, but we are in need of a new venue to coordinate and maximize our individual efforts on issues outside the scope of the UDWC. With the Office of Personnel Management (OPM) talking about major civil service reform this coming year, it is critical

that this new venue is created as soon as possible. Like the UDWC, the Federal Workers Alliance unions will commit to the general principle that the group shall act by consensus. Also like the UDWC, the Federal Workers Alliance unions will commit to no raiding or “Montrose” actions on other Federal Workers Alliance unions.

Most of you already know that Randi Ciszewski has served as Government Fleet Representative for both M.E.B.A.

and MM&P since 1997 representing licensed engine and deck officers well. Most know Randi as a pit bull for the tenacity and persistence with which she so passionately fights for our cause. She is there for our government fleet members 24/7 and can be reached at randic@mebaunion.org or (202) 841-4252. Randi’s new counterpart at MSC is Command Master Chief Miguel-Juan Reyes, a terrific new CIVMAR Advocate who can be contacted at migueljuan.reyes@navy.mil.

M.E.B.A. is seeking to represent the civilian mariner Pursers employed by Military Sealift Command. The Federal Labor Relations Authority (FLRA) is conducting a secret election ballot which is taking place between Sept. 30 and Jan. 3. M.E.B.A. will be certified as the Purser’s bargaining representative if “yes” votes are cast by 51 percent of all the eligible voters who vote in the election.

The Union and MSC agreed to have the FLRA conduct the election using a new electronic voting process considering ship deployment schedules. Eligible voters receive a unique identification code

via e-mail (personal and/or .mil accounts). They use the code to place their vote by telephone or over the internet. Votes will be tallied by the FLRA on Jan. 4, 2011. MSC has assured M.E.B.A. that all .gov and .org websites and e-mail addresses will not be restricted. Therefore, the Union doesn’t anticipate problems with use of this voting process.

If you are employed with MSC as a Purser and haven’t received any information from the FLRA regarding this matter, please contact Government Fleet Representative Randi Ciszewski at randic@mebaunion.gov for further information.

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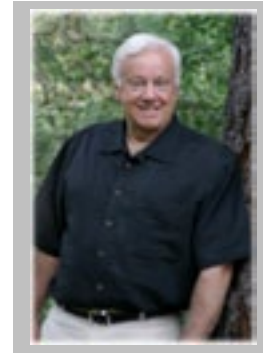
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*Registered Investment Advisor, California and Nevada

*President, Northern Nevada Chapter, National Association of Enrolled Agents

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



Meeting Schedule

Port

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

November

Tues. 9
 Mon. 8
 Wed. 10
 Fri. 12
 Tues. 9
 Mon. 8
 Wed. 10
 Wed. 10
 Fri. 12
 Fri. 12
 Fri. 12
 Tues. 9
 Mon. 8
 Fri. 12

December

Tues. 7
 Mon. 6
 Wed. 8
 Fri. 10
 Tues. 7
 Mon. 6
 Thurs. 9
 Wed. 8
 Thurs. 9
 Thurs. 9
 Tues. 7
 Mon. 6
 Thurs. 9

January

Tues. 4
 Mon. 3
 Wed. 5
 Fri. 7
 Tues. 4
 Mon. 3
 Thurs. 6
 Thurs. 6
 Wed. 5
 Thurs. 6
 Thurs. 6
 Tues. 4
 Mon. 3
 Thurs. 6

Special Meetings, November 29, 2010

According to the M.E.B.A. Constitution and By-Laws, Special Meetings will be held on November 29, 2010 to elect seven rank and file members to oversee the ballot count on December 6, 2010.

Members of the Tallying Committee will be elected at the meetings in New York (New Jersey), Baltimore (CMES), Seattle, Los Angeles (Wilmington) and Houston. Alternate members will be elected in New Orleans and San Francisco (Oakland).

According to the M.E.B.A. Constitution and By-Laws, no M.E.B.A. official or candidate for office is eligible for election to the Tallying Committee.

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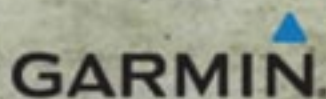
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Navy sailors recently completed a Diesel Engineering course at the Calhoon School via a special arrangement. On the CMES diesel engine are (left to right) Mike Bates (Instructor), Michael Sorice - ENC, Antonio Acevedo - EN1, Clarence John - EN1 SW, Paris Pharisien - EN2, Maribel Gonzalez - EN1 SW and George Bonebright - ENS.

Frequency of Vacation Plan Direct Deposit Program Increased

The Trustees of the M.E.B.A. Vacation Plan have approved increasing the frequency of the direct deposit of Vacation and Port Relief benefits from twice weekly to daily. The new schedule and other details are available at M.E.B.A. halls and the Plan's website at www.mebaplans.org.



Navy sailors on the main floor of the Calhoon School Diesel Lab. Left to right are Andrea Stazenski - EN2, Tru Sunderland (Instructor), Roberto Mitchell - EN1, Timothy Brown - EN2, Brian Mays - EN1, Brian Stanley - EN1 SW and Raymond Company - EN2 SW.

M.E.B.A. Vacation Plan Participants will still have the option of receiving their Vacation and Port Relief Benefits as a paper check or as a direct deposit into a bank account designated by the Participant. Once a bank authorization is completed, either option may be chosen each time you file for benefits.

Bank Account

- You must complete an AUTHORIZATION FOR DIRECT DEPOSIT OF VACATION AND PORT RELIEF BENEFITS and submit the original to the Plan Office in Baltimore. A portion of the AUTHORIZATION form must be completed by your bank.
- AUTHORIZATION forms are available from the Plan Office, Plan Outport Offices and at the Plan's Website – www.mebaplans.org (Forms, Vacation)
- You can have only one bank account on file at a time. Direct deposit into multiple accounts is not available.
- If you change bank accounts, a new AUTHORIZATION form must be completed and submitted to the Plan Office in Baltimore.
- The banking system requires all new direct deposit requests and changes be verified. This verification, called a pre-note process, permits the Plan's bank to verify with the receiving bank that all of the information is correct and that your direct deposit will be accepted by the receiving bank.

- It may take up to 30 days to pre-note your deposit information through this process.
- You are encouraged to complete the AUTHORIZATION form to get your bank information on file so the direct deposit option will be available to you when you are ready to use it.

Filing for and Payment of Benefits

- If you enroll in the Plan's Direct Deposit program, you will file for Vacation and Port Relief benefits in the same manner as always.
- You must choose each time you file whether you want your entire benefit paid by paper check or by direct deposit to your designated bank account. You cannot split a claim to receive part in check form and part as a direct deposit. Make sure you check the appropriate box on the Vacation Application Form.
- A confirmation of the direct deposit will be mailed to you.

IMPORTANT

- When completing the AUTHORIZATION FOR DIRECT DEPOSIT OF VACATION AND PORT

RELIEF BENEFITS, make sure all information is correct and legible.

- The Plan Office can only accept the original AUTHORIZATION form.
- Mail the original to:
M.E.B.A.
Vacation Direct Deposit Program
1007 Eastern Avenue
Baltimore, MD 21202
- If you have any questions contact the Vacation Plan Office in Baltimore at (800) 811-6322 or at vacation@mebaplans.org



M.E.B.A. received a certificate recently for the Union's full support of our troops called to active duty. Accepting was Tampa Representative Joe Barbacane (center). Member Eric Johnson is at left. Donald Wallen from the Florida Committee for Employer Support of the Guard and Reserve is on the right.

M/T ALASKAN EXPLORER Commissions New Harbor Diesel Generator System

(Courtesy of member Kelsey Barrion)
The M/T ALASKAN EXPLORER recently completed the commissioning on her new harbor diesel generator system, an add-on installed in the most recent shipyard that allows the ship to reduce emissions, lower fuel consumption and facilitate easier main engine repairs during port stays. The generator, a Caterpillar 3512C, has a 1.5MW capacity and carries the load of the ship while in port, leaving the four 6MW main engines offline and the engine spaces silent for the majority of the port stay.

The system was installed in the vessel's most recent shipyard period in Singapore and finished commissioning with ABS in Long Beach at the beginning of May. During a voyage to Alaska and back, a Caterpillar technician rode with the engineers to put the finishing touches on the system and on the first day the vessel returned to Long Beach, she was able to shut down all of the main engines and run solely on the harbor diesel, which was installed in its own compartment between the stacks.

The reduction in fuel consumption by not running a large generator at less than 20% load and instead running a smaller generator at approximately



L-R, back to front: 1st A/E Al St. John, C/E Mark Nowak, 2nd A/E Dustin Cyr and 3rd A/E Kelsey Barrion take a moment to snap a photo next to the newly commissioned harbor diesel generator aboard the M/T ALASKAN EXPLORER. (Photo courtesy of Halton CAT technician Tyler Raymond).

70% load is an impressive 50%, but the biggest impact by far is the drastic reduction in emissions. With the ATC ships operating routinely in environmentally sensitive areas such as Washington State, Alaska and California, this is a major step towards reducing the company's overall impact on the environment and complying with emerging regulations from the different states.

The ALASKAN EXPLORER is the second of ATC's fleet to commission this upgrade, with the remaining ships expected to complete their installations and commissions in 2011.

M.E.B.A. at Women of Labor Conference in L.A.

(Courtesy of members Claudia Cimini & Enid Marcus)

The first "Women of Labor" conference sponsored by the California Labor Federation and UFCW Women's Network took place September 21-22. The conference was held at the same downtown L.A. location as the 1947 National M.E.B.A. Convention. Rank-and-file M.E.B.A. members Enid Marcus (Golden Gate Ferries, SF) and Claudia Cimini (Deep Sea, Seattle) represented our Union at the event made possible by California Labor Federation/UFCW Local 1428 President Connie Leyva. It was a gathering of leaders, rank-and-file union members, and activists dedicated to the ongoing issues that all union members face today.

Elaine Bernard, PhD, Executive Director of the Labor and Workforce Program at Harvard Law School gave the keynote address. She spoke about the state of labor in the U.S. and reminded listeners that while "many union members – and management – think the power of unions resides with the staff and officers," it actually comes from the members; and that "a democracy needs its citizens to be organized." She advised that the American labor movement needs to "be as loyal to labor as the business school is to business."

Other speakers included Connie Leyva; Mary Beth Maxwell, Senior Advisor to



At the Women of Labor Conference are (l-r) CA Labor Federation/UFCW Local 1428 President Connie Leyva, Executive Director of the Labor and Workforce Program at Harvard Law School Elaine Bernard and M.E.B.A. member Claudia Cimini.

Secretary of Labor Hilda Solis; Tanya Wallace, Kaiser Permanente Office of Labor-Management Partnership; Irene Gonzalez, AFSCME Local 685; and Michel Fraser, historian and documentary film-maker. Ms. Fraser is currently filming a documentary to be aired on PBS and geared toward schools and libraries about the history of women in the workplace. Sister Marcus will be featured in the upcoming documentary, titled "From Roses to Rivets."

M-Ships Reopener

A two-year wage and benefit re-opener covering the RO/RO vessels ALLIANCE NORFOLK and ALLIANCE ST. LOUIS has been negotiated with M-Ships, Inc. Negotiations, which began in October of 2009, had been at a standstill since May of this year. The two-year deal brokered by the M.E.B.A. President provides a certain degree of stability for the membership working these ships.



UFCW 1428 Organizing Director Lilly Flores with M.E.B.A.'s Enid Marcus at the Women of Labor conference.

The Memorandum of Understanding is available in the halls for review and among other improvements, provides for a 3% wage increase retroactive to January 1, 2010, and a further increase of 3% effective January 1, 2011. Re-opener negotiations will again commence in October 2011.

Member Sails & Cycles across U.S.

M.E.B.A. member John MacTaggart sailed into history by doing something that has never been done before: sailing and cycling across the United States. John finished the three-thousand mile trip on a Pterosail, a hybrid sailing and cycling vehicle. The trek started on June 28th in San Diego, CA and was completed on August 12th in St. Augustine, FL. "Rediscovering America, A Cross Country Sailing Adventure" was the name given to the trek, whose

purpose was to encourage people to enjoy the great outdoors and to demonstrate Pterosail's patented sailing and cycling technology. John's journey across the country was featured in *Sail Magazine*, ABC and NBC TV networks, numerous newspapers, websites and blogs. Additionally, John's cross country trek was photographed and recorded by thousands of people as it passed through America's cities and towns. John says, "It was an unforgettable experience. The Pterosail performed beyond our expectations. Not only was it a blast to use the wind, but I was constantly amazed with the overwhelming kindness and support from everyone I met along the way."

The Pterosail is a jib-based recumbent trike equipped with a patented sailing system. The sail is placed forward of the rider and low to the ground. The result is a safe, stable and easily-learned sailing experience. The system combines the comfort of recumbent trikes with the pleasure of sailing. Additionally, the Pterosail that John used was equipped with solar panels that powered his GPS and smartphone. It also provided welcome relief from the harsh southern sun. The Pterosail was also equipped



Member John McTaggart became the first person to ever use wind to cross the country. The street-legal Pterosail is the world's most advanced cycling product on the road today.

with a regenerative power system that can store power from the wind. This power could then be used for propulsion using a small electric assist motor.

Union Plus Scholarships

Scholarships for union members & their children can be applied for through Union Plus. This year, some 121 union members and union family members have been awarded \$150,000 in scholarships, ranging from \$500 to \$4,000 for undergraduate and graduate students. The 2011 scholarship application is now available for download. Visit www.unionplus.org/college-education-financing/scholarships for more information and to download the form. All applications must be postmarked by January 31, 2011.

Maritime eLearning Conference at CMES

For the second year in a row, a successful Maritime eLearning Conference was staged at the Calhoun M.E.B.A. Engineering School this past July. The goal of the conference was to share eLearning methodologies and discuss partnerships among the international maritime training community to promote maritime distance learning worldwide. A vast attendee list included representatives from SUNY, Maine Maritime USMMA, MITAGS, Coast Guard and the National Maritime Center among many others. The event, begun last year by instructors at the School has become an annual affair.

Thanks to the many sponsors including TRANSAS, Alaris, Alaska Tanker Company, APL, Interlake, International Shipholding Corp., Keystone, Liberty Maritime, Maersk Line, Marine Personnel and Provisioning, Matson, NCL, OSG, Patriot Contract Services, Det Norske Veritas, and ArcLight Technologies, Inc.

Revamped M.E.B.A. Website

A less cluttered, more user friendly website has replaced the old M.E.B.A. site that is accessible at www.mebaunion.org. Changes were made in response to user comment. A cleaner, more upbeat site that is easier to navigate is the result. Check it out!

Members Ratify New MOU with Liberty Maritime

Members at the September membership meetings ratified a new Memorandum of Understanding with Liberty Maritime Corp. covering six bulk vessels. An earlier version of the MOU had been presented to members at the August membership

meetings. However, a majority of the membership present at those meetings was concerned with certain terms and conditions contained within that MOU and they voted not to ratify the agreement at that time.

Union and company negotiators then went back to the bargaining table to address those concerns. Members at the September meetings voted to ratify the revised contract by a wide margin. The MOU is available at all M.E.B.A. Union halls and offices. The MOU provides a fifteen month extension, a wage increase retroactive to July 1, 2010, increases in vacation and a hike in contribution rates to the M.E.B.A. Benefit Plans.

Nizetich Prints for 4MF Still Available



Mike Nizetich's painting "Epiphany" is raising money for the 4MF.

High quality prints of a Mike Nizetich painting are still available to raise money for a great cause. Entitled "Epiphany," the painting depicts a reverential piston pull. 50 prints were created and are available for \$100 apiece. As per Mike's request, all proceeds go to the M.E.B.A.'s Merchant Marine Memorial Foundation.

Nizzy was a popular member and official who was serving as the Union's Executive Vice President when he died much

too young in early May. The Foundation supports the Memorial located at the Calhoun School that honors fallen mariners who helped blaze the proud tradition our members continue today. White t-shirts with the image are also available. Call HQ for further details.

Marine Officer Accepting Advertisements

As you should know, the M.E.B.A. *Marine Officer* is accepting advertisements to help defray the cost of providing you with the finest union quarterly magazine. The M.E.B.A. reserves final right of placement over all ads but will consider placement requests. In addition, we reserve the right to reject any advertisement for any reason whatsoever or no reason at all. Finally, the M.E.B.A. will not accept political advertisements relating to either internal or external politics.



The “Duncan Ballenger Award” is presented annually in Oakland to a member whose loyal commitment within the Union most closely resembles the exemplary career of Duncan Ballenger. M.E.B.A. Chevron Chief Engineer Dave Cash received the award for 2009. Dave is a CMA Graduate who has worked for Chevron for 21 years, 19 of which were as 1st A/E. He joined the Union in 1992 and has participated with negotiations ever since. Left to right are Oakland Rep. Christian Yuhas, Dave Cash and retired member Duncan Ballenger.



Member Bob Mecker with Coast Guard St. Petersburg Sector Commander Captain Sheryl Dickinson at the 2010 International Propeller Club Convention in Tampa, FL.



Aboard the KAYE E. BARKER, one of the Great Lakes vessels in the Interlake Steamship fleet, are (l-r) 1st A/E Hank Cole, 3rd A/E Jason Buchinger and C/E Jeff Gaudette.

Full page ads cost \$1,200 for a one-time placement and \$995 (per ad) if you commit to three or more ads. A 1/2 page costs \$700 or \$580 (per ad) for a three or more commitment. A 1/3 page ad costs \$500 with a \$415 (per ad) price for three or more. The 4-color process is included in the rate. A 10% discount is included for all ads if you commit by December 31st. Call Headquarters or e-mail the editor at editor@mebaunion.org for more info.

Over 930,000 Signatures on Piracy Petition

A petition calling for an end to piracy off the coast of Somalia garnered 930,604 signatures – including those of a great many M.E.B.A. members and retirees. The petition (www.endpiracypetition.org) was launched as the centerpiece of a campaign to persuade all governments to commit the resources needed to end the increasing problem of Somalia-based piracy.

10 Items Now on Online M.E.B.A. Store

Ten items are now available at the online M.E.B.A. store for purchase. M.E.B.A. logo golf balls are the latest item. The set of 12 Callaway Warbird balls, each with the Union logo, are \$24. The popular M.E.B.A. “spinnny pins” – the logo lapel pins with a moveable propeller – are also available on the site. You can score one for \$5.

These items and other hot sellers can be obtained from our webpage located at www.mebaunion.org. Click on the “Union Store” icon at the top right of the site. Other items include M.E.B.A. document holders, two kinds of t-shirts, logo hats and a steak knife set. There are also durable travel coffee mugs, pint glasses and nice golf visors. Click on “Apparel” “Accessories,” “Headwear” or “All” to view the full range of items.

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Porthole on Washington

Election year politics helped curb the number of bills passed on Capitol Hill this year, but one that managed to motor through Congressional gridlock goes the extra mile for maritime. The Coast Guard Authorization Act for FY '10 and '11 includes a number of provisions promoted by the M.E.B.A. working in conjunction with maritime labor and the Transportation Trades Department of the AFL-CIO.

Importantly, the new law contains provisions to ease burdensome shoreside access problems mariners experience in some parts of the country. It also makes a number of positive changes to the merchant mariner medical review system. It streamlines cumbersome licensing processes, protects mariners, and addresses problems with TWIC cards and security checks.

The Act clarifies a previously-enacted statute relating to the taxation of mariners who operate on the navigable waters of more than one state. The provision ensures that states are prohibited from taxing the income of nonresident interstate waterway workers. The new law also grants civil liability immunity to mariners defending their vessel against piracy. While there is much more to be done regarding piracy, this represents an important step. Other maritime provisions and specifics have been posted on the M.E.B.A. website accessed at www.mebaunion.org.

Future legislative successes for the maritime industry hinge on Congressional understanding of the industry's importance to the economy and national security. Unfortunately, the industry has witnessed a series of retirements and losses of key people on Capitol Hill who championed important maritime legislation through the years such as Senators Ernest Hollings, John Breaux, Trent Lott and Ted Stevens among others. As a result, maritime knowledge in Congress is "at an all-time low." Without the help of friends in Congress, it becomes possible for the U.S. Merchant Marine to be legislated out of existence.

A number of lawmakers just don't understand the benefits of critical maritime programs like cargo preference and MSP.

As a step to help restore an awareness of the industry as well as foster new relationships with lawmakers who have only modest understanding of maritime issues, a diverse cross-section of the industry helped put together the "Maritime Sail-In" that took place in May.



Along with the Honolulu Representative, M.E.B.A. members in Hawaii have been strongly promoting the candidacies of U.S. maritime-friendly lawmakers in Hawaii this election season. Left to right are members Dave Iacobucci, Matthew O'Sullivan and Edgardo Tirado.

Top representatives of maritime labor, shipping companies and other varied maritime interests united for the cause and 136 industry representatives hit Capitol Hill.

Twenty-two teams made up of 5-7 people, including M.E.B.A. officials and staffers, helped blitz the hill, bringing our issues to a combined 120 Senators and Members of Congress. Some of the visits were set up with policymakers unfamiliar to our industry while others were coordinated to better reinforce our friendships with those who already demonstrate an acute understanding of our industry's importance.





The Political Action Fund helps M.E.B.A. continue its push for important Congressional legislation while staving off attacks against crucial maritime statutes.

The Sail-In is set to become an annual event though our year-round relationship building and work with Congress continues as ever.

A better educated Congress may have helped stem some of the foolishness that erupted following the BP oil spill in the Gulf. Certain news stories erroneously reported that foreign skimming vessels were not being permitted to assist with the cleanup because of Jones Act restrictions. Bloggers and deluded news sources didn't let the facts get in the way of their proclamations that the Jones Act was the source of additional misery in the Gulf and some blamed the President who 'refused to waive' the Act at the behest of labor unions and other interests.

The Jones Act does not prevent foreign vessels from working in waters beyond the state's three mile limit – the spill occurred almost 50 miles off the coast. If a U.S. vessel is not available within the three-mile limit, there is a speedy waiver process that can be used to bring in foreign vessels. Under the Jones Act, foreign vessels may be used if U.S. vessels are not available. But both U.S. and foreign vessels did participate in the cleanup and many more – including those flying the U.S.-flag – have remained available if called upon. The misinformation compelled the industry led by the Maritime Cabotage Task Force to get the real facts in play. Eric Smith, OSG V.P. and an MCTF Board member said that, “an arbitrary and broad Jones Act

waiver is totally unnecessary, and would only result in sidelining those directly impacted by the spill – American workers – from assisting in the clean-up. The spill devastated the Gulf economy once already. A blanket waiver of the Jones Act would do further harm to that economy.”

Some of our friends in Congress were well aware that the Jones Act furor was manufactured. Senator Daniel K. Inouye said that, “to suggest that we suspend the Jones Act to allow foreign ships into the Gulf is more about pushing a political agenda than any genuine interest in helping Gulf Coast communities with their clean-up. We are already at the mercy of foreign competitors when it comes to oil, we should not add shipping to that list.”

Rep. Linda Sánchez wrote a Letter to the Editor to the *Washington Post* defending the Act after a *Post* editorial echoed some of the misinformed Jones Act criticisms. “I would expect patriotic Americans of all political stripes...to welcome with open arms the Jones Act, which requires that all goods transported by water between U.S. ports be carried in U.S. flag ships, constructed in the United States, owned by U.S. citizens, and crewed by U.S. citizens and U.S. permanent residents....The fact is there is no evidence the Jones Act has interfered with the cleanup in any way.” The National Incident Commander, U.S. Navy, Department of Transportation and others also offered up their unequivocal support of the Act and helped rebuff the Jones Act distortions.

Sen. John McCain followed up the initial misinformation with a Jones Act repeal bill (S. 3525), something he has been plotting for some time. His bill must have had foreign-flag shipping interests beaming with visions of stealing away long coveted American jobs.

The drumbeat slowed in late July as BP finally capped the well. But it is painfully apparent that it is instrumental for the maritime industry to counter such tone-deaf arguments by better tooting our own horn about the U.S. Merchant Marine both nationally and on Capitol Hill.

The back of the P.A.F. T-shirt (available in black, navy blue or white). The shirt can be requested from HQ by those who have contributed at least \$100 to the P.A.F. (one per contributor — while supplies last).



Make a P.A.F. Contribution by the End of the Year

Members contributing to M.E.B.A.'s Political Action Fund might want to get their donations in by the end of the year in order to qualify for the M.E.B.A. rewards program. Special keepsake gifts are available to those who help strengthen the P.A.F. during calendar year 2010. Three different levels of unique challenge coins, specially-produced for this year, are given to \$100 and above, \$250 and above and \$500 and above contributors. Those who contribute over \$1,000 receive all three coins and have their choice of a special M.E.B.A. gift. Several new options will be available for those who hit that level.



Lawmakers Rep. Frank LoBiondo (R-NJ) and Rep. Pat Tiberi (R-OH) will be more powerful in this next session of Congress as the Republicans take over the House. Both men are supported by the M.E.B.A. Political Action Fund and they realize the value of the maritime industry.

As many members know, those who have contributed at least \$100 to the M.E.B.A. Political Action Fund in Calendar Year 2010 can request a special edition U.S./Union T-Shirt with a “cool” looking M.E.B.A. Political Action Fund image on the back - (one per contributor – while supplies last).

You can e-mail Marco C. at editor@mebaunion.org (Attn: P.A.F. Power). We need your name, mailing address, regular e-mail address and phone number. Shirts come in Black, Navy Blue, and White – so specify what color you want and indicate the size: Small, Medium, Large, XL or 2XL.

We'll ship you a shirt after a quick verification. You can also mail your information requesting a shirt to M.E.B.A. Headquarters, Attn: P.A.F. Power, 444 North Capitol Street, N.W., Suite 800, Washington D.C. 20001.

As always, the M.E.B.A. Political Action Fund continues to be a valuable tool to ignite and further foster relationships with Members of Congress who support the maritime industry. The P.A.F. enables the M.E.B.A. to have a seat at the table for important discussions on issues crucial to our members. It allows us to support maritime-friendly lawmakers who understand the importance of the Jones Act and a robust Merchant Marine helping our economy and national security in times of peace and war.

Every dollar helps. To help guarantee the future of your Union, please contribute to the M.E.B.A.'s Political Action Fund!



Faces around the Fleet



Left to right at the Oakland hall are Pam Don, Cloë Don (age 4), Aaron Don (rank and file member) and Annika Don (15 months).



Aboard the HORIZON CHALLENGER in Barbours Cut, LaPorte, TX are (l-r) C/E Andy Wyrick and 3rd A/E Carl May.



Engineers aboard the Horizon Lines vessel HORIZON HUNTER. Left to right are 3rd A/E Kevin Reimann, 1st A/E Tim Siner, 1st A/E Dennis Fortin and C/E Mike Erickson. The picture was taken at the Oakland Outer Harbor during the 1st A/E turnover.



Marcus Humphries and a group of members volunteered their efforts to help landscape the area around the Tampa Union hall.



Aboard the Liberty Maritime Corp. vessel LIBERTY SPIRIT are (l-r) 3rd A/E Ted Jacobites, C/E David Wessel and 1st A/E Alden Bertrand in Galveston, TX.



Tampa area members volunteered to landscape the Tampa Union hall recently. Left to right are Paul LeMoine, Dragan Jovanovic, Zarko Lazic (shoveling) and Brian Orme (far right). Others who contributed their time and toil included Marcus Humphries, Bob Ohler, Ken Ritzinger, Tim Raab, Bob Mecker and Joe Barbacane.





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Advice for the Savvy Mariner

November 2010

TIPS FOR THE RETIREE

By: Mark E. Engberg, CFP®
Retired D1 MEBA C/E
CERTIFIED FINANCIAL PLANNER™



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INCOME:

If you are fortunate enough to be an “early retiree,” IRS Code Section 72(t)(2)(A)(iv) is a powerful planning tool that may be of benefit to you. 72(t) permits distributions from an IRA prior to age 59 1/2 without incurring a 10% premature distribution penalty. However, 72(t) is an irrevocable decision and once it has been implemented there are few options that would allow significant changes until the retiree has reached age 59 1/2 or 5 years, whichever is longer. Violation of 72(t) rules will result in significant tax and interest penalties for the IRA owner.

Work with a qualified planner who understands this tax code and can help you create flexibility while taking advantage of early IRA distributions penalty free. One example of flexibility planning is setting up multiple IRA accounts and structuring your retirement income across these various investment accounts. You can time when to start your income from the various accounts and you may consider different payout methods across the accounts.

401(k) ACCOUNTS:

At your retirement, it normally makes sense to rollover your 401(k) account to your own IRA. However, if you will attain age 55 in the year of your retirement, it may be an effective planning tool to leave your 401(k) in the existing qualified plan. IRS Publication 575 explains why: “Distributions from a qualified retirement plan (not an IRA) after your separation from service in or after the year you reached age 55 are exempt from the 10% premature distribution penalty.” Thus, if you have contributed to your 401(k) this may be a flexible way to access these funds penalty free without the restrictions

associated with IRS Section 72(t).

COLLEGE COST:

It is not unusual for a mariner to be eligible for retirement yet still have children with higher education costs. Illustrating some opportunity, IRS Publication 590 states: “Distributions to pay for the qualified higher education expenses of the taxpayer, spouse, child, or grandchild are exempt from the 10% premature distribution penalty.” The taxpayer should be aware that the ordinary income taxes due on these distributions must be paid with outside funds, not from the IRA. Also, these distributions for higher education cannot come from an IRA account that is paying out 72(t) income to the owner; a separate IRA account should be established and earmarked specifically for this purpose.

Disclosure / Disclaimer: This article is general in nature and does not represent specific legal or tax advice. Always consult with an experienced tax and / or financial professional.

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Calhoun M.E.B.A. School Certifications

Photo 1: Mariners taking the one-week Small Arms course will be well prepared for the safe care and operation of firearms. The Sept. 3 graduating class included (left to right) Jack Menendez (Instructor), Robert Dance, Jeff Boisvert, Michael Doherty, Tim McLaughlin, Robert Lee, Dave Barnes, Todd Liebross, Donald Martin, David Cohen and Bryan Jennings (Instructor).

Photo 2: Advanced Stability is a one-week course fulfilling requirements for STCW Cargo Handling and Stowage at the management level. The class that graduated on Sept. 3 included (left to right) Sam Kleytman, Jeremiah Taylor, George Leonov and Hal McAllister (Instructor). Not pictured: Dan Noonan (Instructor), Rob Gessner, and Aaron Kleinerman.



Photo 3: The one-week ECDIS course instructs students in the operation of Electronic Chart Display and Information Systems. The class that graduated on August 20 included (left to right) Jeff Munday (Instructor), Tim McLaughlin, Rob Gessner, Paul Sullivan and Aaron Kleinerman.

Photo 4: The highly-charged two-week Electrical Troubleshooting class got a charge out of the Aug. 23-Sept. 3 session that included (left to right) Ron Fedorcak (Instructor), Matt Osborne, Rollin Moore, Benjamin Broxon, Chris Swift, Ben Garlock, Melissa Jimenez, Orlando Herrera, Lawrence Rudnick and William Peddie.

Photo 5: The one-week core-level Electricity Refresher course was an electrifying experience for the following students who graduated that class on Aug. 20: (left to right) Ben Garlock, Don Kritzer, Joe Martonick and Ron Fedorczak (Instructor).



Photo 6: The four-week Machine Shop course focuses on metalworking and machining skills needed aboard ship. The class graduating August 20th included (l-r) Bryan Jennings (Instructor), Roger Guillaume, Karl Hall, Michael Rugarber, Keith Hale, Byron Collins, Alan Borgen, Floyd Fullilove, Conrad Folk, Martin Ibanez, Aaron Schmidt (Instructor) and Sheikh Uddin.

Photo 7: The three-week Instrumentation course focuses on sensors and actuators used in maritime and industrial control systems. The August 20 graduating class included (left to right) Erik Cote, Justin Whitton, Aleksei Koujel, Michael Thomsen, Vincent Quinones, Isidro Fernandez, Christopher Swift, Daniel Barone, Mike Glessing, Albert Corpuz and Rick Fullwood (Instructor).

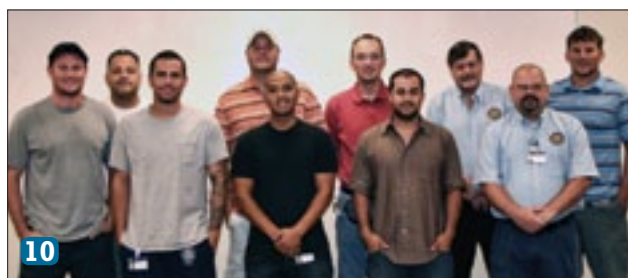


Photo 8: The two-week Tankship LNG provides members with essential knowledge for safe and efficient transportation of LNG. The August 20 graduating class included (front row, l-r): James Orsini, David Hume, Eric Stolzenberg, Beth Runciman and Brian Colona. (Back row, l-r): John Lyons (Instructor), Thomas Hickey, Josh Blanchard, Brian Curtis, Arthur Archibald, Robert Phillips and Denis Mengele (Instructor).

Photo 9: The two-week Container Refrigeration course provides engineers with a working knowledge of refrigeration systems aboard ship. Chilling out at the July 26-Aug. 6 course were (l-r) Darryl McCaslin (Instructor), Tim Morton, Mike Brady, Rob Merrell, Gabriel Arhin, Jimmy Smirba, Dave Harms, Ray Schwartz, Benjamin Ray and Mike Fanning (Instructor).

Calhoon M.E.B.A. School Certifications (continued)



Photo 10: U.S. Coast Guard students were able to take advantage of the ECDIS 3100 course at the School that wrapped up on August 6. In the front row (l-r) are Chris DiGiovanni, Jacob Bartholomew, Francisco Quilantang, John Price and Jeff Munday (Instructor). In the back row (l-r) are Larry Pacheco, Jason Thompson, Jeff Turverey, Hal McAllister (Instructor) and Bradley Poen.



Photo 11: The Government Vessel Operations class verses students on emergency response aboard Government ships. The class that graduated on July 30th included (l-r) Michael R. Doherty, Walter R. Hutchinson, Jason Rice, Paul Sullivan, Steve Papacostas, Ross B. Thomas, John McLane, Matthew O'Sullivan, Timothy Hallett (partially obscured), Patrick S. Pickard, Robert E. Mecker, Gordon Herigstad, and Instructor Rick Simonson.



Photo 12: The Ship Management-Safety Management course delves into important personnel management issues. In the class graduating August 6th were Timothy Feeny, Gary Ford, Jim Matthews and George Gruber (Instructor).



Photo 13: Medical Care Person-in-Charge provides training so mariners can better respond to medical emergencies aboard ship. Attending the class that graduated on September 24th were (l-r) Eustace Henry, Jim Orsini, Brian Patten, Wil Salmonson, John Sullivan (Instructor), Chuck Williamson, Mike Donovan, Sam Leshner, Ken Pettine and John Woods.

Photo 14: The VSO course trains students to function effectively as the ship's Vessel Security Officer. The August 20 graduating class included (l-r in the front row) Jack Menendez (Instructor), Tom Eastwood, Pat Duffy, Michael Morris, Richard Seal, Craig List, Ross Thomas and Janine Wachter. In the back row (l-r) are Chris Swenson, Cal Chapman, Peter Elliott, Robert Mecker and Sylvan Haas.

Calhoun M.E.B.A. Engineering School 2011 Course Schedule

ADVANCED CARGO OPERATIONS

(2-Week Course) 6 students maximum
April 11 - April 22
October 3 - October 14

ADVANCED FIRE FIGHTING

(1-Week Course) 16 students maximum
April 4 - April 8
June 6 - June 10
October 24 - October 28

ADVANCED METEOROLOGY

(1-Week Course) 6 students maximum
April 4 - April 8
August 22 - August 26

ADVANCED PIPE WELDING

(2-Week Course) 6 students maximum
December 5 - December 16

ADVANCED SHIPHANDLING

(2-Week Course) 6 students maximum
February 7 - February 18
June 6 - June 17
November 7 - November 18

ADVANCED STABILITY

(1-Week Course) 6 students maximum
March 28 - April 1
August 29 - September 2

ADVANCED WATCHKEEPING

(1-Week Course) 6 students maximum
May 16 - May 20
July 25 - July 29

APPLIED DIESELS

(4-Week Course) 6 students maximum
May 2 - May 27

BASIC SAFETY TRAINING

(1-Week Course) 16 students maximum
March 7 - March 11
April 18 - April 22
August 22 - August 26
September 26 - September 30
December 12 - December 16

BRIDGE RESOURCE MGMT

(1-Week Course) 6 students maximum
February 28 - March 4

CONTAINER REFRIGERATION

(2-Week Course) 10 students maximum
February 7 - February 18
May 16 - May 27
August 8 - August 19
November 28 - December 9

DATA COMMUNICATIONS & NETWORKING

(2-Week Course) 12 students maximum
April 11 - April 22

DIESEL ENGINEERING

(6-Week Course) 12 students maximum
February 21 - April 1
October 3 - November 11

ECDIS

(1-Week Course) 12 students maximum
February 14 - February 18
September 19 - September 23

ELECTRICAL TROUBLESHOOTING

(2-Week Course) 12 students maximum
April 11 - April 22
June 13 - June 24
August 22 - September 2
September 19 - September 30
December 5 - December 16

ELECTRICITY

(4-Week Course) 12 students maximum
February 14 - March 11
October 24 - November 18

ELECTRICITY REFRESHER

(1-Week Course) 12 students maximum
April 4 - April 8
June 6 - June 10
November 28 - December 2

ENGINEERING RESOURCE MANAGEMENT

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

FAST RESCUE BOAT

(1-Week Course) 8 students maximum
May 16 - May 20
August 29 - September 2

GAS TURBINE ENGINEERING

(4-Week Course) 12 students maximum
February 14 - March 11

GOVERNMENT VESSEL OPERATIONS

(1-Week Course) 12 students maximum
March 21 - March 25
May 23 - May 27
September 12 - September 16
October 10 - October 14

HAZMAT

(1-Week Course) 16 students maximum
April 11 - April 15
June 13 - June 17
September 19 - September 23
October 31 - November 4

INDUSTRIAL ELECTRONICS

(4-Week Course) 12 students maximum
February 7 - March 4
May 2 - May 27
August 8 - September 2
October 24 - November 18

INSTRUMENTATION

(3-Week Course) 12 students maximum
March 14 - April 1
July 25 - August 12
September 26 - October 14

MACHINE SHOP

(4-Week Course) 12 students maximum
May 2 - May 27
August 1 - August 26

MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY

(2-Week Course) 12 students maximum
March 7 - March 18
June 20 - July 1
September 12 - September 23
October 3 - October 14
November 28 - December 9

MEDICAL CARE - PIC

(3-Week Course) 12 students maximum
September 12 - September 30
November 28 - December 16

MEDICAL CARE PROVIDER

(1-Week Course) 12 students maximum
June 27 - July 1

OPERATING PRINCIPLES OF MARINE POWER PLANTS

(1-Week Course) 12 students maximum
May 16 - May 20
December 12 - December 16

PROGRAMMABLE LOGIC CONTROLLERS

(2-Week Course) 12 students maximum
June 13 - June 24
November 28 - December 9

RADAR RE-CERTIFICATION

(1-Day Course and Examination)
Scheduled by Appointment

REFRESHER TRAINING - ENGINEERING OFFICER

(2-Week Course) 12 students maximum
November 28 - December 9

REFRIGERATION

(4-Week Course) 12 students maximum
March 14 - April 8
September 26 - October 21

SHIP MANAGEMENT - SAFETY MANAGEMENT

(2-Week Course) 6 students maximum
May 2 - May 13
August 1 - August 12

SHIP'S MANAGEMENT

(1-Week Course) 12 students maximum
May 2 - May 6

SMALL ARMS

(1-Week Course) 10 students maximum
May 2 - May 6
June 20 - June 24
July 25 - July 29
August 15 - August 19
October 17 - October 21

SMALL ARMS REQUALIFICATION

(3-Evenings Course) 5 students maximum
Scheduled by Appointment

STEAM ENGINEERING

(6-Week Course) 12 students maximum
October 10 - November 18
TANKERMAN DL
(1-Week Course) 12 students maximum
March 28 - April 1
September 26 - September 30

TANKSHIP -LNG

(2-Week Course) 12 students maximum
February 28 - March 11
August 15 - August 26

TIG WELDING

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

UPGRADING ENGINEER - MANAGEMENT LEVEL

(5-Week Course) 12 students maximum
August 1 - September 2

VESSEL SECURITY OFFICER

(1-Week Course) 16 students maximum
May 9 - May 13
August 1 - August 5
October 3 - October 7

VISUAL COMMUNICATIONS (Flashing Light)

(1-day Course and Examination)
Scheduled by Appointment

VOYAGE PLANNING

(1-Week Course) 12 students maximum
February 21 - February 25
September 12 - September 16

WELDING

(4-Week Course) 12 students maximum
February 7 - March 4
October 24 - November 18

ENROLLMENT PERIODS

For classes held during January 1 to June 30, applications are accepted starting November 1, 2010.

For classes held during July 1 to December 31, applications are accepted starting May 1, 2011.

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

Prior to submittal, carefully read the instructions and qualifications on page two of the application form. One application form cannot be used for multiple registration requests. Applications for these classes will be accepted via US Mail and Fax (410) 822-7220.

Members Strongly Urged to Vote in this Election

Members who haven't yet voted in the M.E.B.A. election have until the end of the month to get their ballots into the depository. Ballots were mailed to the membership on September 1 with the stipulation that they must be returned by November 30, 2010 in order to count. On December 6, 2010 the votes will be collected and tabulated by the American Arbitration Association overseen by an elected M.E.B.A. rank and file tallying committee.

If you have not received a ballot or if your ballot was lost or mutilated, a member can request a duplicate ballot in writing, by mail, fax or e-mail, from the Impartial Administrator (AAA) as soon as possible. Note: If the original ballot and duplicate ballot are both cast, neither ballot shall count. The Impartial Administrator (AAA) can be reached at the following address:

Mr. Kenneth Egger (or Maria Landi)
American Arbitration Association
230 South Broad St., 12th Floor
Philadelphia, PA 19102-4199

Fax No.: (215) 985-0977
E-mail: Ken Egger at eggerk@adr.org
or Maria Landi at LandiM@adr.org

Please make sure you include your address where the duplicate ballot should be mailed. Typically, bad addresses are the reason why members do not receive a ballot in a union election. All members are urged to vote. According to our By-Laws, members who are not paid up on their 4th quarter dues by November 15, 2010 are not eligible to vote in this election.

Important information related to M.E.B.A.'s District election this year is available in each of the Union halls. In addition, much of the same information was included in the Special Election Edition of the *Marine Officer* that was mailed to active and retired M.E.B.A. members as well as applicants. That magazine contains campaign statements of candidates running for office in this year's M.E.B.A. District election. As per nomination instructions and the direction of the Credentials Committee, statements submitted for the Election issue that ran over the prescribed word length were scaled back to the 400 word mark.

As mentioned in a past issue, the *Telex Times* is adhering to M.E.B.A. election season rules. The newsletter is referring to candidates for M.E.B.A. office only by position and not by name until the ballots have been tabulated. This *Marine Officer* issue also adheres to that policy and does not contain images of candidates running for office in this election. This policy exceeds regulations laid down by Title IV, Section 401(g) of the Labor-Management Reporting and Disclosure Act of 1959 (LMRDA), 29 U.S.C. 481(g).



(Above) The American Arbitration Association has served as the Impartial Administrator for every M.E.B.A. election and referendum tally since 1995. AAA, overseen by an M.E.B.A. rank and file committee, will administer the ballot count on December 6.

On November 29, 2010, special meetings will be held at the Union halls in New York (New Jersey), Baltimore (CMES), Seattle, L.A. (Wilmington) and Houston as well as New Orleans and San Francisco (Oakland) to elect a rank and file committee that will travel to Washington D.C. to oversee the tabulation of the ballots on December 6, 2010. The Tallying Committee and Impartial Administrator are responsible for filing a report within 24 hours after completion of the count. On December 31, 2010 (at midnight), elected officials assume their offices and jobs.

Financial advice for MEBA Members

Former MEBA member and Financial Advisor Mark Buser, CFP®, will be on-site and available to answer your questions—both before and after the membership meeting—and to discuss:

- MEBA Pension
- MPB—Money Purchase Benefit Plans
- 401 (k)
- PERS
- Deferred Compensation

Please call 866-989-2929 to reserve your time for a confidential meeting. There is no cost to MEBA members.

All meetings will take place at the local MEBA Union Hall:

Seattle, WA

January 3 & March 7 10 am - 4 pm

Oakland, CA

January 4 & March 8 10 am - 4 pm

Los Angeles, CA

January 6 & March 10 10 am - 4 pm

Join us for a brief presentation on MEBA retirement plans, immediately following the meeting.

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Finished with Engines

LORENZ R. AGEE

Lorenz Agee sailed into the sunset on March 12, 2010 at the age of 83. He shipped out of New Orleans during a lengthy career sailing for various companies including Waterman Steamship. He last shipped out as Chief Engineer aboard the ROBERT E. LEE in 1984 before filing for retirement. Brother Agee was a resident of Harvey, LA and is survived by his wife Rose and son Randy among others.

TELLISFORD BARBARENO AMAYA

Tellisford Amaya embarked on his final passage on February 27, 2010 at the age of 91. He was born in the village of El Triunfo de la Cruz in Honduras. At 21 he joined up with the “White Fleet” in Port Cortes and moved to the U.S. where he became a citizen in 1949. He lived many years in New York City then moved to L.A. at the end of the 1960s. By then he was married to his second wife Dorothy. He shipped out into war zones during the Vietnam War supporting the effort. Telly worked himself up to Chief Engineer and spent over 50 years at sea. Following

retirement, he served as a security guard in a Federal building in L.A. until 2007. On Mondays, Wednesday and Fridays, he would walk four miles, come home and ride his bike for 30 minutes then work in the yard. Every Wednesday he attended bible study at Victory Baptist

“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.”

Church in L.A. He loved to fish which he tried to do every Wednesday and Friday. He loved his nieces and nephews as if they were his own children and loved and adored his sisters Sotera and Secundina very much. Dorothy died in 1998. It was a difficult time for Brother Amaya and his family. Two years later he met Carlota in Honduras and they eventually married and traveled the world. His last days were spent in Tennessee. He is survived by many family and friends including daughters Rita and Stacie.

LEON M. ANNIS, JR.

Chief Engineer Leon Annis Jr. made his farewell on June 6, 2010 at the age of 74. He last worked under M.E.B.A. contract in 1985 for Boston Fuel Transportation but didn't officially retire until 2000. He was a resident of Belfast,

ME and loved camping and traveling. Brother Annis joins his wife Viola who died in 1996. Survivors include his long-time companion, Sharon McKinney of Belfast; her children, Sherry Smith, Robert McKinney Sr., Kevin McKinney and Barry McKinney; grandchildren Arianna, Leland, Tyler, Kelsey, Ashley, Barry, Tess, Tyler, Robert Jr. and Jasper as well as many other extended family; also special friends Elaine and Joe Saucier, Joanne and Walter Ash.



JOSEPH F. BLAIR, SR.

Joe Blair shipped off toward his final destination May 2, 2010 at the age of 89. At 21, he earned his marine engineering license and worked for the Department of the Navy performing Army transport during World War II. He spent his career at sea in engine rooms for a variety of companies. In his later years, he worked in Woods Hole, MA as Chief Engineer for the Steamship Authority. He retired in 1987 and went on to participate in local town government. Joseph enjoyed reading the newspaper, keeping up on current events, telling stories, sharing his knowledge with others and time spent with family. Brother Blair was predeceased by his wife, Marie Blair; parents; brother Robert Blair; and sister Marcia Blair. He is survived by sons Joseph Blair and his wife, Cathy, and John, Charles and Christopher Blair; daughters Norine Mitchell and her husband, Maurice, and Mary Blair; brother John Blair; grandchildren Rebecca and Crystal Blair, Monique, Christopher and Michael Mitchell, and James Reynolds; great-grandchildren Faith and Akela Mitchell, and Noah Crummet; and special friends Evelyn French and Amanda Sproul.



JOHN HOWELL BRAINARD, II

John Brainard sailed into safe haven on March 24, 2010 at the age of 85. Early on, he graduated from Lowell High School in San Francisco then went to sea in 1944 manning vessels on the Atlantic runs to Europe. Following the war he continued

traveling the world as a member of the Fourth Arm of Defense. A hawsepiper, his command of engine room skills eased his transition into senior positions aboard the vessels he served. He was the prototypical Chief Engineer, cool under fire and an example to all. He loomed large in both size and stature and never needed to raise his voice – he didn't have to – when he spoke everyone listened. Friend and co-worker Lou Matta said, "He was disarmingly direct and did not mince words. He had a way of getting to the essentials and when reporting to him you had best be prepared... We are indeed grateful for having known such a man."

In the 1950s, he began a long and successful run with Matson Navigation that endured for 30 years. As one of the company's most respected members, he was Matson's go-to man when they brought in new construction and he oversaw many Matson newbuilds to successful starts including the HAWAIIAN ENTERPRISE and the SS MAUI. He headed up both engine rooms (and many others) and served as Chief of the MAUI for a decade until he became a pensioner in 1988. After his retirement, he was still sought out for advice by the company. Friend and fellow engineer Jon Eaton said, "He was a born leader and very intelligent. He had a unique wit that he used generously. His eyes twinkled with that humor a lot. He made a difficult job look easy. John had an impressive presence, one that could not be ignored. He was the sort of man that others might follow into battle just knowing his character... John was so highly respected both on ship and ashore that he was a contemporary legend at Matson and beyond. He will

be remembered for years to come as the 'best of the best.'"

Apart from the sea, he married Paula in 1975 and, following his 1988 retirement, he moved his family from Fremont to Napa, CA. There, he spent many long years as a volunteer teacher for Chamberlain High School, D.T. Davis, the school at Juvenile Hall as well as volunteering in the Napa Library. Brother Brainard joins his wife Paula in death. Left to cherish his memory are his sons John Brainard, Jr. and Stephen Sartori in Fremont; his son and daughter-in-law, William and Chloe Noggle-Brainard in Napa; his son, Michael Brainard, in Napa; his grandson, Kai Brainard, and his mother, Tiffany Brainard, in Napa; his grandson, Michael Brainard Jr.; and his mother, Brooke Adams.



MIRKO BROYOVIČH

Mirko "Mike" Broyovich made his final voyage and steamed into the sunset on May 2, 2010 at the age of

96. Born in 1914 in the beautiful seaside village of Ulcinj, Yugoslavia, where life was hard, he became a seaman on a Yugoslav cargo ship. The ship sailed to the United States in 1941 during World War II and was not able to return. Mirko stayed in the U.S., joined the Army, married his wife, Helen Tomich, and became a proud U.S. citizen. In 1952 he became a third engineer and union member sailing with the Robin Hood Line. Mirko continued shipping out until he retired in 1971. He was always proud to have sailed around the

world and enjoyed telling others of the many ports he had been to.

He loved the land and garden where he spent his spare time. He planted large gardens that produced enough fruit and vegetables to can and freeze with a surplus to share with neighbors. Upon retirement, he spent most of his time gardening on the land that he and his wife lived on in Dundee and then Spencer, NY, respectively. Nineteen years ago they decided to move to a warmer climate and settled down in St. Augustine, FL. There he continued gardening and maintaining the property doing repairs himself. He enjoyed taking long walks on Datil Pepper Road and chatting with neighbors. Mirko loved to be moving and working. He mowed the lawn himself, even at age 95, with a hand pushed mower no less. He loved cats and each one he had was named "Creek." His strength of character and indomitable spirit will be greatly missed. He is survived by his daughter, Stane, and his kitty "Creek" as he joins his wife, Helen, in death.

JOSEPH FRANCE

Joseph France crossed the great divide on May 1, 2010 at the age of 92. As a young buck he suited up in the M.E.B.A. blue and gold and proved pivotal in helping ship important war materials through U-boat infested waters during World War II. He spent 40 years in engine rooms aboard various vessels and distinguished himself as Chief Engineer. He was twice recognized with Sustained Superior Performance awards in 1960 and again in 1973, three years before his retirement. The last 22 years of his shipping career were spent as Chief on the dredge LANGFITT. Joe also served on many other ships including the CAPE JOHN, TILLIE LYKES, NORMAN

LYKES, H. LeCHATELIER, S.M. BABCOCK, GULF SHIPPER and GULF FARMER. He joins his wife Margaret who died in 1987. Brother France is survived by many family and friends including daughter Jane France Blancq.

JOSEPH M. GODWIN

Joe Godwin sailed into the next life on February 27, 2010 at the age of 85. He put in some great years at sea, keeping his engine rooms running smoothly. He last sailed with Lykes Bros. Steamship in the late 1980s and the company was saddened to lose his expertise when he filed for retirement. Brother Godwin was a resident of Picayune, MS and joins his wife Alma who died in 1997. He is survived by family and friends including granddaughter Rebecca Hobgood.

ALEXANDER S. GRAVES

Alex Graves reached his journey's end on December 7, 2009 at the age of 87. He was a deck officer who worked himself up to Master and captained vessels of various sizes through a distinguished career. He last went to sea with American Coastal & Foreign Steamship in 1981 aboard the SS PENNY. Brother Graves retired in 1984 and settled down in East Stroudsburg, PA. He is survived by his wife Esther among others.



BRIAN A. McARDLE

Brian McArdle sailed toward safe haven on May 23, 2010 at his home in Maryland following a brief illness. He was 53 years old. Born in Lowell, MA, Brian was a graduate of St. Patrick Grammar School in Lowell and Central Catholic

High School in Lawrence. He had many childhood friends, most of whom he stayed in contact with throughout the years. After graduating from Central Catholic, Brian went on to attend Massachusetts Maritime Academy in Buzzards Bay, earning a Bachelor of Science degree in Marine Engineering, class of 1978. He was also the President of the Student Government Association, and the Outstanding Young Men of America.

After graduating, Brian enlisted in the U.S. Navy. Following his honorable service, he was discharged as a Lieutenant Commander. Brian received many certificates and awards over the years for his military service. He soon joined up with the M.E.B.A. and earned the rating of Chief Engineer. He enjoyed working on cargo ships and traveling around the world. He loved to tell his friends stories about his adventures and the many places he visited. Brian always talked about his children and their accomplishments, showing his pride and love for them. Watching beautiful sunsets were some of his favorite pastimes, and he also enjoyed music and dancing. He held membership in the VFW, American Legion, Moose Lodge and the Elks Lodge and enjoyed each and every club as it gave him time to visit with his many friends. He was serving as an Instructor at the Calhoon M.E.B.A. Engineering School at the time of his death. Brother McArdle is survived by his parents, Mary and Edward; his daughter Meghan; son John; brothers Edward and Kevin; nieces and nephews Alyson, Emily, Nicholas, Kristen, Shawn, Christopher, and Timothy; and girlfriend Vivian Chaney.



DENNIS T. NESTOR

Dennis Nestor sailed into the sweet hereafter on May 16, 2010 at the age of 61. He was killed along with his girlfriend in a terrible car accident in Thailand during a month-long vacation. Born in Ohio, Dennis, known as "Dingo" to his family, spent his childhood in Pennsylvania. He graduated from College Park High School (1966) in Pleasant Hill, California, where he resided at the time of his death. A graduate of Diablo Valley College, and the Calhoon M.E.B.A. Engineering School, he sailed in ship engine rooms for 25 years. He last shipped out as Chief Engineer aboard APL's PRESIDENT BUCHANAN. He spent the past few years finishing construction on his home and perusing the aisles of Target -

he couldn't stand to let a good deal pass him by. It was at Target where he met Saijai Christensen, where she'd had an almost 20 year career. In Saijai, Dennis met his match. His happiness the past few years, during his companionship with Saijai, had been evident. They were fortunate to see Saijai's family, all in Thailand, before the accident. But on May 16 during a rainstorm, he swerved to avoid a truck that had cut him off and they struck a tree. Dennis died later that day followed by Saijai three days later. Three of her relatives in the back seat survived. Brother Nestor is survived by his mother, Audrey; brother Jack; sister Janet; nephews Nicolas, Brett, Chad and Cameron Lujan, as well as many aunts, uncles and cousins.



DAVID SNYDER

David Snyder sailed into another life on January 9, 2010 at the age of 84. Gene spent his entire working career in the Merchant Marine receiving many commendations for his efforts in World War II. He was preceded in death by his loving wife of nearly 50 years, Margaret. He leaves to mourn his passing sister Loretta Hall; nieces Linda Milan and Kay Capps; nephews Stanley Hall and Richard Hall; and was dearly loved by numerous other family members and friends. Brother Snyder was a resident of Lawrenceburg, IN.



Faces around the Fleet



Tampa area members graciously contributed their time and labor to affix the new M.E.B.A. sign and street address on the Tampa Union hall building. Left to right are Steve Papacostas, Bill Ebanks, Mike Perry and Bob Ohler.



M.E.B.A. members Capt. Brian Marino and Chief Engineer Russell Harriman keep the Liberty Maritime Corp. vessel LIBERTY EAGLE running smoothly.



The Engineering Department onboard the Matson ship MOKU PAHU docked in Crockett, CA. The ship delivered a load of "coke" from Pittsburg CA to China then picked up a load of sugar to bring back to California for processing. From left to right are 1st A/E Seth Warner, QMED (MFO) Jason Roate, Wiper (MFO) Ken Andreasen, C/E Tom McKenzie and 2nd A/E Randy Firestine.

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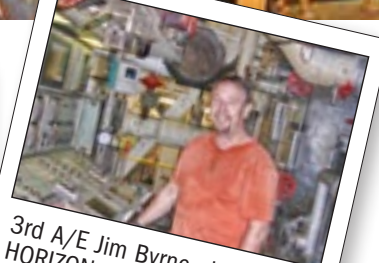
Chief Engineer Wes Williamson makes needed repairs to the anchor windlass aboard the M-Ships vessel NORFOLK ALLIANCE.



Aboard the Central Gulf PCTC M/V GREEN LAKE preparing for a piston pull in Beaumont, Texas are 2nd A/E Jeremiah Winters and Maintenance Engineer May-Marie Hayes.



Aboard the SUNY Maritime Training Ship EMPIRE STATE are four Calhoun M.E.B.A. Engineering School graduates in the ship's engine room. Left to right (in Dublin, Ireland) are Bill McCaney (permanent), Pat Stevens, Dominick Valvo (permanent) & Kevin Macaluso.



3rd A/E Jim Byrne aboard the HORIZON DISCOVERY on the barrel watch.



On the Maersk Line vessel SEA-LAND INTREPID (from left to right) are 2nd A/E Lance Lyons, 3rd A/E Vladimir Gostevskiy, CMA Cadet Kyle Wagener, 1st A/E Greg Cronhardt and C/E Matt Peter.



M.E.B.A. member George Thanash (far right) nominated his father, Art Thanash (middle) for the Hawaii Navy League's Merchant Mariner of the Year award, which he won. Art is a longtime SUP member and sails as Bosun. Also shown is Anastasia Thanash, George's sister.



Aboard the OSG vessel OVERSEAS NIKISKI in Martinez, CA are (left to right) C/E Mark Gilmore, 2nd A/E Ben Jones, 3rd A/E Daisuke Khalid Omi Freeman and 1st A/E Joshua Reed.