

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

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INTERLAKE ANNOUNCES NEWBUILD

M.E.B.A.-contracted company Interlake Steamship Company has authorized the construction of a self-unloading bulk carrier that will supplement its fleet in 2022. Interlake believes this will be the first Great Lakes newbuild for any company there since 1983, and the first for Interlake since 1981. The Great Lakes represents the largest body of fresh water on Earth ensuring remarkable longevity for vessels in the trade. The company partnered with Fincantieri Bay Shipbuilding which will construct the River-class, 639-foot, 28,000 DWT vessel at its facility in Sturgeon Bay, Wisconsin.

Interlake President Mark Barker said the ship is being built as the result of listening to and addressing the logistical needs of the company's customers. "We've had a long and positive relationship of partnering with Fincantieri Bay Shipbuilding as we have modernized and reinvested heavily in our fleet. They have skillfully handled four repowers, five exhaust gas scrubber installations, as well as regular maintenance and regulatory dry-dockings on our vessels."

Interlake and Fincantieri are jointly designing the bulk carrier, complete with advanced vessel and unloading systems automation. Scheduled for completion in mid-2022, the carrier will be built by Fincantieri Bay Shipbuilding's nearly 700 skilled trade workers and will generate business for partnering contractors, vendors and suppliers. Major partners for the project include: American Bureau of Shipping (ABS); Bay Engineering (BEI); EMD Engines; Caterpillar; EMS-Tech, Inc.; Lufkin (a GE Company) and MacGregor.

"The Interlake Steamship Company is also extremely proud to build locally, supporting surrounding communities and states – a legacy that we began more than 100 years ago," Barker said. "We live and work in the Great Lakes region and promoting growth and the positive economic impact of Great Lakes shipping is integral to our mission and vision as a leader in this industry."

This newest self-unloading bulk carrier will have a unique cargo hold arrangement and cargo hatch covers designed for maximum cubic space and the ability to handle difficult cargoes. The vessel will incorporate a flap rudder as well as bow and stern thrusters for high-level of maneuverability. All aspects of the vessel will have a low environmental impact to the Great Lakes and to those who work aboard. It will be designed for 7,800 shaft horsepower produced by two sixteen-cylinder Electro-Motive Diesel (EMD) diesel engines that are EPA Tier 4 and IMO Tier III certified. The vessel will be propelled by a single-screw, 18' diameter, Kongsberg, controllable pitch propeller. For its electrical

power requirements, it will have a 940 kW ship service diesel generator, two 2500 kW shaft generators and a 274 kW emergency generator.

FULL MSP FUNDING HAS STRONG CONGRESSIONAL SUPPORT

A record amount of lawmakers affixed their names to a pair of letters that call for full funding of the Maritime Security Program in Fiscal Year 2020.

In an annual rite, USA Maritime circulates a House and Senate letter around Capitol Hill to solidify support for the Program as the appropriations process begins in Washington D.C. 108 Members signed the House letter – up from last year’s 87 signatories. The MSP letter that circulated among Senators amassed 27 signatures – two more than last year’s Senate letter.

USA Maritime is a coalition of maritime unions, associations and shipping companies – including the M.E.B.A. and American Maritime Congress – fighting for the U.S. Merchant Marine. The drive to enlist signatories for the letters helps reinforce support for the program. MSP ensures a U.S.-flag presence in the internationally trading commercial fleet along with the requisite American mariner pool needed not only to man the 60-ship fleet but to crew the MSC/RRF surge fleet in times of emergency and war.

The Program enjoys bipartisan support but this is the first time in years that the President has recommended full funding for MSP from the start of the budget process. In his budget recommendation issued in March, the President called for full (\$300 million) funding for MSP. His first two budget requests had recommended \$210 million (FY ’18) and \$214 million (FY ’19). An all-out industry effort in those years ensured that full MSP funding was eventually authorized then later appropriated by Congress.

While urging Committee leaders in their respective chambers to support full funding for the MSP, the letters noted, among other things, that “Without a viable U.S.-flag commercial fleet and the American merchant mariners this fleet supports, the United States would be unable to deploy its military forces on a global basis and to deliver the supplies and equipment American troops need to do their job on behalf of the American people.”

FRC ELECTED FOR ANNUAL REVIEW

A six-person rank and file Financial Review Committee was elected at this week’s April membership meetings. The FRC will assemble at M.E.B.A. Headquarters on Tuesday, April 16 to spend three days reviewing the Union’s finances from the 2018 calendar year. The FRC is comprised of five Committee members along with one member who will serve as an alternate. This year’s FRC will consist of the following six members: Reggie Abrams (Houston), Torey Zingales (NY/NJ), Kyle Chernoff (Norfolk), Jonathan Jordan (Oakland), Steven Walker (Seattle) and Warren Prine (Tampa). Following their work, their completed report will be presented to the membership at next month’s meetings.

The FRC was created as a Democratic safeguard adopted by the M.E.B.A. in the mid-1990s to examine the Union’s finances from the previous year.

The elected Union members will travel to M.E.B.A. Headquarters in Washington D.C. this Monday. The actual meeting will begin at 9:00 a.m. on Tuesday, April 16 in the Conference Room at M.E.B.A. Headquarters. It is anticipated that the business of the FRC will be completed by Thursday, April 18.

MOKU PAHU ENDS U.S.-FLAG SERVICE, MAY BE HEADED TO THE SCRAPYARD

The 685-foot SLNC MOKU PAHU, a vessel that had a second life following long-time service as a sugar ship for Matson Navigation, has been sold to a foreign company. M.E.B.A. members kept ship operations running smoothly aboard the PAHU since after the vessel's 1982 construction.

For 26 years, the integrated tug/barge was used for molasses/sugar transport, primarily under management of Matson Navigation. In 2015, American Ship Management LLC, the commercial arm of Patriot Contract Services, assumed management of the vessel which was then sold to Schuyler Line Navigation Company. The PAHU represented Patriot's return to the commercial trades. After Patriot took over, it continued as a sugar ship until 2016 when the 145-year old Hawaiian Commercial & Sugar Company shut down. The vessel was modified to carry grain and was then deployed in the spot charter market which included humanitarian missions delivering lifesaving food cargoes to starving countries.

Earlier last month, ASM informed the Union that Schuyler had sold the ship to Greco Antico Shipowners, and the vessel went raised the Liberian flag in late March. ASM was told that the new owners intended to sell the ship for scrap but there was no further confirmation on that point.

LATEST PIRACY REPORT – FEWER INCIDENTS THIS YEAR

The International Maritime Bureau's (IMB) latest report revealed that there have been 28 fewer incidents of piracy against ships during this year's first quarter than the same period in 2018. Still, there were 38 incidents this year through March with 27 vessels boarded, seven fired upon and four other attempted attacks. For the first time since 1994, no vessels were reported as hijacked, though kidnappings occurred. However, IMB officials warned that three months is not enough time to declare that these latest figures constitute a trend.

The Gulf of Guinea represented a high number of piracy and armed robbery attacks at sea, with 22 incidents reported in the first quarter of 2019. The region also accounted for all of the worldwide crew kidnappings as 21 crew members were kidnapped across five separate incidents. Incidents were reported in the coastal countries, of Benin, Cameroon, Ghana, Ivory Coast, Liberia, Nigeria and Togo in the first quarter of 2019. Nigeria has been a hotspot for piracy incidents over the past decade. However, in the first quarter of 2019, Nigeria experienced a decrease in reported piracy incidents with 8 fewer incidents than last year's first quarter. But Nigerian waters remain risky, especially the port of Lagos where four incidents have been reported. Indonesia had a decrease in piracy with only three reported incidents – the fewest since 2010.

FUNDING SOLUTION SOUGHT FOR PORT MAINTENANCE, FREIGHT INFRASTRUCTURE

The American Association of Port Authorities (AAPA), which represents 140 seaports, called on Congress to invest in critical landside and waterside connections to seaports, fully utilize Harbor Maintenance Tax (HMT) revenues and implement a long-term funding solution for port maintenance.

At a hearing entitled "The Cost of Doing Nothing: Why Full Utilization of the Harbor Maintenance Trust Fund and Investment in our Nation's Waterways Matter," port interests testified before the House Transportation and Infrastructure Committee's Subcommittee on Water Resources and Environment. In their written testimony, the AAPA highlighted \$66 billion in federal need over the next decade for port-related infrastructure. The HMT is a long-established tax on imports that funds

the operation and maintenance of America's large and small ports. However, only a portion is being used for port maintenance and instead is reserved by lawmakers to offset the deficit.

AAPA called for a four-prong solution: Making full use of future HMT revenues; Creating a fund distribution framework that makes permanent and expands donor and energy transfer port funding, and also expands the allowable in-water use of these funds; Minimum regional funding assurances based on historic funding; and Emerging harbors funding that updates law to guarantee no less than 10% to these harbors.

SIGN UP FOR M.E.B.A. VACATION PLAN DIRECT DEPOSIT

Designed for convenience, M.E.B.A. members can help themselves by taking advantage of the Vacation Plan Direct Deposit that will help save them time and ease Plans processing costs. Authorization forms are available from the Plans Office, Plans Outport Offices and at the Plans' website – www.mebaplans.org (Forms & Documents, Vacation Plan Forms). Complete details are available on the Plans site as well. Contact (800) 811-6322 or vacation@mebaplans.org for more info.

REGULAR MONTHLY MEMBERSHIP MEETINGS

Monday, May 6 – **Boston@1200; Seattle (Fife)@1300;**

Tuesday, May 7 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;**

Wednesday, May 8 – **Jacksonville@1300; New Orleans@1315;**

Thursday, May 9 – **L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;**

Friday, May 10 – **Honolulu@1100.**

-----FINISHED WITH ENGINES-----



The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and proven track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. Visit us on Facebook. For publication and related inquiries contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org