

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



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MATSON TAKES DELIVERY OF KAIMANA HILA; LAUNCH OF NEW NASSCO SHIP DRAWS CLOSER

Late last week, Matson Navigation took delivery of the second of two newbuild Aloha-class containerships constructed at Philly Shipyard.

The 3,600 TEU, 850-foot long, KAIMANA HILA, which translates to "Diamond Head" in the Hawaiian language, was built with dual fuel engines that can be adapted to use liquefied natural gas (LNG) and is designed to operate at speeds in excess of 23 knots. The vessel's sister ship DANIEL K. INOUE was delivered last year and is already in service. "Today's delivery marks the successful conclusion of the construction of the two largest container vessels ever built in the United States," remarked Steinar Nerbovik, Philly Shipyard President and CEO. "By all measures, KAIMANA HILA will be another wonderful addition to Matson's fleet, servicing the containership trade between the U.S. West Coast and Hawaii."

The ship is set to go into service later this month. In addition to the two Philly Shipyard newbuilds, San Diego's NASSCO Shipyard is in the process of constructing two combination container and roll-on/roll-off (Con-Ro) vessels that will join Matson's fleet following their completion later this year (LURLINE) and in the second quarter of 2020 (MATSONIA). NASSCO has scheduled a Saturday, June 15 date for the christening and launch of the LURLINE.

COAST GUARD RULE TO SMOOTH OUT SHORE & TERMINAL ACCESS ISSUES

A protracted battle led by maritime unions and U.S. mariner interests has culminated in a Coast Guard final rule implementing a national policy that eases cumbersome, inflexible marine terminal access issues for seafarers - at no cost to the mariner.

The rule goes into effect on May 1 and requires Coast Guard-regulated marine facility owners and operators "to implement a system providing seafarers, pilots, and representatives of seamen's welfare and labor organizations access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals." Plainly stated, the rule ensures that no facility owner or operator denies or makes it impractical for seafarers or other individuals to transit through the facility. Compliance with the rule begins on June 1, 2020.

Most marine terminals and individual states have had their own rules of access. As a result, some of them have had unnecessary barriers essentially limiting terminal access for many individuals.

Through the years, M.E.B.A. has fought against inconsistent and overly restrictive terminal access policies and procedures for seafarers attempting to go ashore, as well as for others with needs to visit terminals and vessels.

The Union is pleased that it appears the new rule should create consistent procedures and policies, and provide timely access for the mariner and affected individuals at no additional cost. The text of the final rule has been placed on the M.E.B.A. website which can be viewed at www.mebaunion.org.

MEMBERS WILL ELECT FINANCIAL REVIEW COMMITTEE NEXT WEEK

A six-person rank and file Financial Review Committee will be elected at the regular membership meetings next week at certain Union halls. The FRC, which meets annually, will assemble at M.E.B.A. Headquarters on April 16 to spend three days reviewing last year's Union finances (2018 calendar year). Committee members will be elected at next week's meetings in New York/New Jersey, Houston, Oakland, Norfolk, Tampa, and Seattle. The FRC will be comprised of five members as well as one member who will serve as an alternate. Rank and file members elected to the Committee must be in good standing to serve and cannot be an official or employee of the Union currently - or for the year being reviewed (2018).

The elected Union members will travel to M.E.B.A. Headquarters in Washington D.C. on Monday, April 15, 2019. They will begin their work at 9:00 a.m. on Tuesday, April 16, 2019 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 with travel home scheduled for Friday, April 19. Newly elected FRC members must contact Ann Holmes at M.E.B.A. Headquarters (202-638-5355) immediately after their Union meeting in order to nail down travel arrangements.

JESSE CALHOON DAY

Today is Jesse Calhoon Day celebrated each April 4th. The day is set aside to honor longtime M.E.B.A. President Jesse Calhoon on the occasion of his birthday. Among many other achievements under Calhoon's administration, the Union established the training school which bears his name, merged the deep sea districts, Pacific Coast District and District 1 into a single all coast unit, and transformed M.E.B.A.'s pension plan into the best in the maritime industry. Born on April 4, 1923, Jesse made his final voyage on October 22, 2013 at the age of 90.

MSC OPENS NEW CIVMAR TRAINING FACILITY

Civilian Mariners sailing for the Military Sealift Command will receive key training at a new facility "christened" last week near Hampton/Newport News, Virginia. MSC staged the ribbon cutting for its new Center for Excellence located on Joint Base Langley-Eustis that will replace their training center in Freehold, NJ. The facility serves as a sort of MSC "boot camp" for newly employed CivMars.

All newly hired civil service mariners must complete the MSC-centric, basic training curriculum to be qualified to sail in MSC's fleet.

"Right now the facility is providing in-seat training such as trip hazard aboard ships and first aid. In the near future, we will provide hands-on laboratory training simulators to meet the practical requirements of MSC's training pipe-line," said Bill Kordyjak, MSC's Afloat Training Team Director.

“Also in the near future, current CivMars will be able to return to the new training facility to obtain required re-qualifications and re-certifications,” he added.

MSC said that soon all laboratory training requirements such as firefighting and damage control simulators will also be located at the MSC Center for Excellence.

M.E.B.A.-CREWED MSC SHIPS TAKING PART IN MASSIVE INTERNATIONAL PREPAREDNESS MISSION

For the third year in a row, the USNS FALL RIVER, a Military Sealift Command (MSC) Expeditionary Fast Transport (EPF) vessel, is taking part in the massive international Navy operation called Pacific Partnership (PP '19). M.E.B.A. represents the engineers in MSC's Civilian Mariner fleet. The vessel arrived in Kuching, Malaysia last week. Another MSC EPF, the USNS BRUNSWICK, which is also a PP veteran, is taking part in the operation once more. The vessels will visit seven different nations over the course of the mission and participate in engineering projects, host medical events and conduct humanitarian assistance and disaster response training.

Pacific Partnership involves more than 800 U.S. and allied military personnel along with non-government organizations, working side-by-side with host nation counterparts to better prepare for potential humanitarian aid and disaster response situations. PP '19 brings together military and civilian personnel partner nations from Australia, Canada, Japan, Malaysia, Peru, the Philippines, South Korea, Thailand, the United Kingdom and the United States.

ITF URGES TALKS ON PROPOSED AUTOMATION AT PORT OF L.A.

The International Transport Workers' Federation (ITF) has suggested that Maersk work together with the International Longshore and Warehouse Union (ILWU) to address the financial and social impacts of proposed automation at the Port of Los Angeles.

“Today the ITF delegation at the Maersk Annual General Meeting delivered an invitation to the company to create a constructive dialogue to ensure that the terminal at Pier 400 remains productive, competitive and profitable for the company as well the workforce and communities that it sustains,” said ITF maritime coordinator Jacqueline Smith.

Smith reiterated the full support of the global union federation with ILWU to retain the skilled workforce in the Port of Los Angeles. She noted, “Today we urge all Maersk shareholders to join us in calling on the company to meet with the ITF, the ILWU and address the grave concerns surrounding automation plans at the Port of Los Angeles.”

Dane Jones from the ILWU addressed meeting attendees on the proposed automation of cargo-handling at APM Terminal's Pier 400 facility at the Port of Los Angeles. “Automation is expensive,” he said. “Whether fully or semi-automated, it requires hundreds of millions, if not billions, to construct or retrofit full-sized modern container facility...A terminal operator must also pay for facility upgrades, software solutions, product support and maintenance. A marine terminal earns revenue by moving cargo, and automated container ports do not move cargo as quickly or profitably as those worked by people,” said Jones.

Maersk shareholders and members of the board were pointed to a recent study by McKinsey & Company that found that automated ports are “generally less productive than their conventional

counterparts” and that “while operating expenses decline, so does productivity, and the returns on invested capital are currently lower than the industry norm.”

10-YEAR ANNIVERSARY OF ATTACK ON MAERSK ALABAMA

Monday, April 8 marks the 10th anniversary of the attempted hijacking of the MAERSK ALABAMA, a national news story at the time that was eventually made into a major motion picture “Captain Phillips.” The attempted hijacking began on April 8, 2009, but failed in large part because of the crew and especially the Chief Engineer – foiled the pirates’ plans in incredible fashion.

As the pirates boarded the ship and then stormed the wheelhouse, M.E.B.A. Chief Engineer Mike Perry disabled deck control of the vessel and directed the crew to conceal themselves in a secure room. Some hours later, after the pirates became frustrated with their inability to control the ship, the ringleader entered the engine room in search of the missing crewmembers. Wielding a knife in the darkened engine room, Chief Perry tackled and subdued the pirate. The capture of their leader and the failure of the pirates to locate the rest of the crew, or control the vessel from the bridge, dramatically shifted the balance of power aboard the ship. It prompted the pirates to scuttle their nefarious plans and attempt to return home with their tails between their legs. A botched hostage exchange gave the pirates hope that they could escape back to Somalia with the ALABAMA Captain in hand, but a flurry of sniper fire from a Navy SEAL team ended the drama on April 12, 2009.

You can read the “inside story” about the attack on the vessel entitled “Don’t Give up the Ship! Quick Thinking and a Boatload of Know-How Saves the MAERSK ALABAMA” available on the M.E.B.A. website. It can be accessed at <http://tinyurl.com/y4jej6or>

REGULAR MONTHLY MEMBERSHIP MEETINGS

Monday, April 8 – **Boston@1200; Seattle (Fife)@1300;**
Tuesday, April 9 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;**
Wednesday, April 10 – **Jacksonville@1300; New Orleans@1315;**
Thursday, April 11 – **L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;**
Friday, April 12 – **Honolulu@1100.**

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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; mehaq@mebaunion.org. Visit us on Facebook. For publication and related inquiries contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org