

# MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



*"On Watch in Peace and War since 1875"*  
**M.E.B.A. TELEX TIMES**  
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## **ADDITIONAL DECK WORK AS KEYSTONE WILL CHARTER THIRD TANKER**

Keystone Shipping Co. will bareboat charter all three Veteran Class MT-46 Product Tankers that are leaving the Overseas Shipholding Group (OSG) fleet at the end of the year.

In December, citing a need for diversification, OSG announced it would not be exercising bareboat charter extension options with American Shipping Company (AMSC ASA) for the, OVERSEAS LOS ANGELES, OVERSEAS TEXAS CITY and OVERSEAS NEW YORK. OSG continues to operate those three vessels until the end of their current bareboat term in December 2022. M.E.B.A. represents Engine Officers in the OSG tanker fleet.

Initially, Keystone agreed to bareboat charter two of those three tankers, and left the option for the third open. Late last week, the company announced it reached an agreement with AMSC for the third vessel (OVERSEAS NEW YORK) with a three-year bareboat charter agreement beginning in December 2022. Keystone expressed their intentions to rename the vessels.

AMSC CEO Pål Lothe Magnussen said that, "Chartering these ships to a premium U.S. tanker operator like Keystone gives us a great deal of confidence that our vessels will be operated and maintained to the highest standards."

Keystone President Donald Kurz noted, "We are pleased to add the final AMSC vessel to our fleet on a back-to-back charter with a leading U.S. fuels distributor. We are very happy to have concluded this bareboat transaction which allows us to continue to service customers in the U.S. Gulf petroleum trade."

The company believes they will take over the ships around December 11. Since the Union represents both deck and engine officers for Keystone, M.E.B.A. will pick up new deck billets for our membership when the bareboat charters take effect.

M.E.B.A. Deck Officers who have a Tankerman-PIC endorsement will be needed, and those qualified should contact Gulf Coast V.P. Adam Smith about these opportunities. You can reach him at the Houston Union hall or by email at [asmith@mebaunion.org](mailto:asmith@mebaunion.org)

## **LAWMAKERS INQUIRE ABOUT JONES ACT WAIVERS GRANTED FOR FOREIGN-FLAG OPERATORS “GAMING” THE SYSTEM**

House Transportation Committee leaders would like to learn why Jones Act waivers were granted to foreign-flag ship operators who appeared to be taking advantage of the waiver process to cut the line in front of U.S. operators.

House Transportation Committee Chairman Peter DeFazio (D-OR) and Ranking Member Sam Graves (R-MO), along with Coast Guard & Maritime Transportation Subcommittee leaders Reps. Salud Carbajal (D-CA) Bob Gibbs (R-OH), dispatched a bipartisan letter to the Secretary of the Department Homeland Security Alejandro Mayorkas and Transportation Secretary Pete Buttigieg asking tough questions about the recent waivers.

After Hurricane Fiona, BP diverted the Marshall Islands-flagged GH PARKS from its regular run to Puerto Rico to deliver diesel fuel on the false premise that the island didn't have enough fuel because of the Jones Act. The lie helped stoke public sentiment and the waiver was granted even though sources admitted that enough supplies were getting through from Jones Act vessels along with deliveries emanating from foreign shores. An unprecedented retroactive U.S. vessel availability survey, 12-days after the fact, was used to justify the waiver. A couple of weeks later, a rushed Jones Act waiver was granted within hours to Naturgy Aproveisionamientos S.A to deliver LNG following a meager 25-minute vessel availability survey.

In the letter, lawmakers questioned the retroactive survey in the GH PARKS case, a process that MarAd itself deemed “novel and problematic.” The Members stated that they “would like to better understand the reasoning for [the] decision to issue a waiver for a company that appeared to be gaming the Jones Act waiver process...the question of availability was not intended to be answered in retrospect...”

The Representatives concluded their letter by requesting written answers on (1) how DHS issued the waiver despite not following requirements; (2) the legal justification for performing a retroactive vessel availability assessment; (3) why the shipment was made when reports indicate the island had adequate fuel supplies; (4) if DHS had considered if the waiver was requested for disaster arbitrage purposes; and (5) why the waiver was needed in the interest of national defense.

The full letter has been posted on the M.E.B.A. homepage.

## **FOUNDING PASS PRESIDENT HAS PASSED**

Howard Johannssen, founding president of M.E.B.A. affiliate Professional Aviation Safety Specialists (PASS), passed away at his home in Maryland last week. He was 79.

“Howard was what we all aspire to be. PASS is what we are because of his sacrifices and principles,” said National PASS President Dave Spero.

The seed for PASS was planted in the 1970s after an incident at JFK International Airport involving Johannssen and an air traffic controller when a fire broke out. Johannssen, an airways facilities technician with the Federal Aviation Administration (FAA), saw the smoke coming from under a doorway but the technicians weren't trusted to have keys. He grabbed a fire extinguisher to knock the door down and an air traffic controller, who also smelled the smoke, came out and helped. “We put that fire out,” said Johannssen. “The next day, I find that I'm going to get a suspension for

destroying government property. And the controller who helped me got a reward!" This was just one of many incidents of disparate treatment between the workforces that resulted in the birth of PASS.

Johannssen convened a meeting in February 1977 with 50 other FAA technicians from across the country to found the Professional Airways Systems Specialists. He served as PASS's national president until 1994. "I was a union man all my life," Johannssen liked to say. "I was on my first picket line with my dad at four-years-old."

"He was passionate about his union," continued President Spero. "He spoke with everyone he met about the importance of union membership and working for the greater good. That passion is the foundation of our success."

PASS extended their condolences to his family and noted that the union will always honor the great contributions of Johannssen and continue the important work he started.

### **EIGHT BELLS FOR CMES LIGHT STREET INSTRUCTOR EUGENE DAISY**

Eugene Daisey, a popular Firefighting Instructor at the Calhoon M.E.B.A. Engineering School during its cadet school days on Light Street in Baltimore, sailed into the sunset in early October at the age of 87.

Born and raised in Chincoteague VA, he enlisted in the U.S. Air Force in 1952 where he spent four years. He then joined the U.S. Coast Guard and was stationed around the country during his 16-year career including Tilghman, MD. After his 1972 retirement, he became a firefighter instructor at the CMES in Baltimore, MD and worked there until 1982. Later, he drove a crab truck for Bay Hundred Seafood and became a member of E.E. Streets Memorial Post 5118 in Easton MD, the National Honor Guard, and American Legion post 70 of Easton. He was also a member of Tilghman Island Fire Dept. In his free time he enjoyed duck carving. Former M.E.B.A. Secretary-Treasurer Bill Van Loo, who went to school on Light Street and now serves as Chairman of the M.E.B.A. Merchant Marine Memorial Foundation (4MF) said, "Mr. Daisey was an icon at the CMES. He was a great teacher who also was a lot of fun. [He] sent many a cadet out to sea with [the] wisdom that only he could give. RIP Gene Daisey. He will be missed and we will honor him at our Memorial Park."

Gene is survived by his wife of 65 years Victoria Daisey as well as four children: Terry Daisey, Debbie Correa, David Daisey, Kathy Daisey, nine grandchildren, nineteen great grandchildren, two great great grandchildren. Brother Jerry Daisey, several nieces and nephews. You can visit [www.framptom.com/m/obituaries/Eugene-Daisey/Memories](http://www.framptom.com/m/obituaries/Eugene-Daisey/Memories) for more.

### **SUCCESSFUL 4MF FUNDRAISER**

Last week's fundraiser benefiting the M.E.B.A. Merchant Marine Memorial Foundation (4MF) was a great success and plans are moving ahead to further beautify the Memorial on Calhoon School grounds. The 2<sup>nd</sup> Annual Jamie Butler Memorial Disc Golf Tournament took place last Thursday and also included a Silent Auction as well as a karaoke challenge.

4MF Chairman Bill Van Loo thanked the CMES crew for their assistance as well as all the generous auction contributors including Maersk Line, Ltd., Matson, many M.E.B.A. members and officials and others including former American Maritime Congress President Gloria Tosi. As usual, local disc golf phenom Matt Provencher won the Tournament's "Eagles Division" while CMES Interim

Director Bryan Jennings prevailed in the “Sharks Division.” Many thanks to all who participated and assisted!

### **ICS PROPOSES REWARD SYSTEM TO BENEFIT LOW EMISSION VESSELS**

The International Chamber of Shipping (ICS), which represents 80% of the world’s merchant fleet, announced proposals to accelerate the maritime sector’s transition to net zero by financially rewarding ships and energy producers that invest in low/net zero emission fuels. In a paper to shipping’s UN regulator, the International Maritime Organization (IMO), ICS proposed the ‘fund a reward’ system to catalyze the adoption of alternative fuels, which currently cost at least two or three times more than conventional marine fuel.

The reward rate would be calculated based on CO<sup>2</sup> emissions prevented and funded via a mandatory flat rate contribution from ships per ton of CO<sup>2</sup> emitted. The industry body said that the ‘fund and reward’ system could be established by 2024, if governments can agree on the regulatory framework at the IMO. The fund would reward ships according to annual reporting of the CO<sup>2</sup> emissions prevented by the use of “eligible alternative fuels.” For example, a ship powered by ammonia (among many other alternative fuels including methanol, hydrogen, sustainable biofuels and synthetic fuels) could receive a cost saving of more than \$1.5 million annually. The ICS proposal will be further discussed in December 2022.

### **CMES SCHEDULES WARTSILA RT-FLEX OPERATOR COURSE**

The advanced Wartsila RT-Flex Operator course is no longer company-specific and will be opened up to the membership for a one-week course. The Calhoun M.E.B.A. Engineering School will host the course for those who have already completed the basic course and/or have sailing time with an RT-Flex engine.

A November 7-11 course has been set up and members can sign up immediately. Topics covered will include: Components, Maintenance, Failures; Piston Running Management; Engine Systems; WECS DAY 9520; Simulator Workshop; FOP/ICU/SOP; Service Experience; Emergency Operation; and Case Study.

Applications may be sent via the CMES website ([mebaschool.org](http://mebaschool.org)), faxed to (410) 822-7220, or emailed to [applications@mebaschool.org](mailto:applications@mebaschool.org)

### **NEXT MONTHLY MEMBERSHIP MEETINGS** *(All times are local)*

**Monday, November 7** – Boston@1200; Seattle (Fife)@1300.

**Tuesday, November 8** – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

**Wednesday, November 9** – Jacksonville@1300; New Orleans@1315; **Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing [mebahq@mebaunion.org](mailto:mebahq@mebaunion.org)**

**Thurs. November 10** – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

**Friday, November 11** – **Halls Closed – Veterans Day**

**Monday, November 14** – Honolulu@1100.

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

