

# MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

*"On Watch in Peace and War since 1875"*



## M.E.B.A. TELEX TIMES

*The Official Union Newsletter*



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### **M.E.B.A. PICKETING LIBERTY'S VIOLATION OF THE PEACE**

Members will be down at the docks bright and early tomorrow morning in San Diego to stage an informational picket against Liberty Maritime over their decision to violate the contract with the M.E.B.A. Union officials are rounding up area members, applicants and retirees to voice displeasure that Liberty crewed up a newly acquired vessel with labor other than the M.E.B.A. The Pure Car/Truck Carrier LIBERTY PEACE is set to arrive tomorrow morning in Southern California and members plan to continue a peaceful presence in the port throughout the duration of the ship's stay. The informational picket is being conducted to highlight Liberty's clear breach of the existing Collective Bargaining Agreement which has provided for M.E.B.A. members onboard Liberty vessels for the last 29 years. The M.E.B.A. has jurisdiction over the Licensed Deck and Engineering Officers onboard any vessel crewed by Liberty Maritime and their affiliates.

M.E.B.A. would like to further clarify that that the Union has no issues with the unlicensed personnel or any other vessel owner/operator at the dock, and our issue is confined exclusively to Liberty Maritime and its affiliate Liberty Global Logistics, LLC. *The M.E.B.A. is NOT on strike against and DOES NOT have a labor dispute with any other employer. We are NOT seeking to interfere with the business operations of any entity or induce employees of other employers to cease work or refuse to make deliveries.*

The PEACE is scheduled to be in port Friday and Saturday (Sept. 22-23). Participation in the picket by members, applicants and retirees in the local area are welcomed. L.A. Branch Agent Rich Doherty and L.A. Patrolman John McElhone are coordinating picket activities. Rich can be contacted at [rdoherty@mebaunion.org](mailto:rdoherty@mebaunion.org) - cell no. (310) 803-7644. John is at [jmcelhone@mebaunion.org](mailto:jmcelhone@mebaunion.org) - cell no. (310) 480-3674.

### **WSF UNIT TAKES WINGE**

Eric Winge is M.E.B.A.'s new Washington State Ferry Representative following the culmination of the bargaining unit's six-week nomination and balloting period. He takes over from Isaac Seidman who recently concluded two years of service in the position. Winge (pronounced "Wing") has been working with WSF since 2011 most recently onboard the TOKITAE. Last October, he concluded a two-year stint serving as a Project Manager for the Training department. He is well-versed with WSF rules and regulations, knows the contract and was part of the M.E.B.A. team during negotiations. Eric formerly sailed for NOAA and is a National Maritime Center (NMC)-approved instructor. Thanks to

Bill Knowlton, a previous WSF Rep., who held down the position while Isaac's replacement was elected. Bill is generously staying on a few days to ensure our new representative gets acclimatized to the position. Congratulations Eric!

### **JONES ACT ARMADA DELIVERS IN WAKE OF HURRICANES**

In the wake of Hurricanes Harvey and Irma, the American maritime industry continues to move essential cargos to areas impacted by the storm, and will continue to carry supplies long after the storms as communities recover and rebuild.

American Maritime Partnership President Tom Allegretti noted that, "nothing is more important right now than the safety and security of our fellow Americans. The men and women of the American maritime industry are working around the clock to respond swiftly and effectively to the needs of those impacted by Hurricanes Harvey and Irma. Our U.S. domestic fleet has the vessels and capacity to move goods to those areas hit by the storm."

As ports reopened, the "Jones Act Armada" of American vessels and American mariners descended to deliver gasoline and refined products to those in need. "As rescue and recovery efforts continue, our industry – like we have done in so many natural disasters before – is here to help those impacted get the supplies they need as they work to rebuild their lives and communities."

### **MARITIME CHAMPION GARAMENDI HONORED WITH NAVY LEAGUE AWARD**

M.E.B.A. was in attendance last week as Congressman John Garamendi (D-CA) was honored with the Navy League's Vincent T. Hirsch Maritime Award for Outstanding Leadership. Rep. Garamendi is the Ranking Member of the Subcommittee on the Coast Guard and Maritime Transportation. He has been very active in promoting the industry and headlining legislation to increase U.S.-flag shipping. His bill, the Energizing American Shipbuilding Act, would spur investment in domestic shipyards, job creation, and skills training while enhancing national security. The ceremony took place at California Maritime with M.E.B.A. Oakland Patrolman Max Alper and member Christian Yuhas in attendance among others. The Hirsch Award is presented to a distinguished American who has been singularly effective in creating a broader understanding of the importance of the Merchant Marine and the maritime industry to national security.

"America is a maritime, seafaring nation. Our maritime and shipbuilding industries and the U.S.-Flag Merchant Marine are vital to both our economy and our national security," said Rep. Garamendi. "It's a great honor to receive the Navy League's Hirsch Award, and I'm looking forward to continuing our collaboration to rebuild these crucial American industries."

### **PROVISION TO SWELL NAVY FLEET TAGGED ONTO DEFENSE BILL & PASSED**

The "National Defense Authorization Act" (NDAA) that the U.S. Senate passed this week, includes a provision that would bump up the size of the nation's Navy fleet. The "Securing the Homeland by Increasing our Power on the Seas (SHIPS) Act," which is also contained in the House Defense bill, would make it U.S. policy to harbor a 355-ship Navy fleet. Currently, only 276 ships are in the battle fleet. Sen. Roger Wicker (R-Miss.), who is Chairman of the Senate Seapower Subcommittee is spearheading the effort which, if enacted, could take up to 30 years to achieve.

"My proposal to make a 355-ship Navy a matter of national policy. . . is very close to becoming law," Sen. Wicker said. "The Senate and the House have sent a clear message to the world: A bigger Navy is critical to our national security and to projecting American power around the globe. I am hopeful

we can act quickly to resolve any differences between the House and Senate defense bills and get it to the President's desk.”

Overall, the Senate Defense bill would authorize \$640 billion in funding for America's service members, military installations, and industrial base. The bill includes a \$4.8 billion increase for shipbuilding above the President's budget request.

### **CLOSER TO FULL FUNCTIONALITY: 3 MORE EX-IM BANK NOMINEES TO BE TAPPED**

The President has announced his intentions to nominate three more nominees to the Board of Directors of the Export-Import Bank. The Ex-Im Bank assists U.S. companies with financing the export of U.S. goods and services to international markets. A portion of cargo generated by the Bank is required to be transported aboard U.S.-flag ships. For transactions above \$20 million, 100% of all cargo financed by the Bank must be carried on US-flag vessels. The Bank helps create jobs in this country and turns a profit at no cost to taxpayers. However, it is two members short of fielding a quorum which has prevented the Bank from approving loans over \$10 million.

The three nominees will include Kimberly Reed, who is currently President of the non-profit International Food Information Council Foundation, former Ex-Im Chief Banking Officer Claudia Slacik and former Overseas Private Investment Corp. V.P. Judith Pryor.

The nominations of Trump's two previous picks to the Board made several months ago, Spencer Bachus and Scott Garrett, have been held up. Some of the Senators who must confirm the nominees are uncomfortable with Garrett's past Ex-Im opposition which is further magnified since Trump nominated Garrett to lead the Bank. As a Congressman, Garrett voted against the Bank's reauthorization in 2015 and once said that Ex-Im “embodies the corruption of the free-enterprise system.”

### **ANTI-LABOR PICK FOR NLRB COUNSEL**

The President is nominating Peter Robb as the next General Counsel of the National Labor Relations Board. As an attorney, Robb was said to represent businesses in labor disputes at the firm of Downs Rachlin Martin.

The AFL-CIO says the President is reshaping the federal labor law enforcement agency from a board charged with protecting workers' organizing and collective bargaining rights to one that aims to reverse pro-worker policies. The General Counsel has tremendous sway with the five-member Board, oversees the day-to-day agenda and possesses the power to initiate enforcement activities independent of the Board. The law firm Jackson Lewis has made note of Robb's criticisms of past NLRB decisions that were perceived to benefit union organizing efforts. The firm said, "Robb's nomination and confirmation would set the stage for the Board to reverse many of the pro-labor rulings issued by the Obama [era] board."

One of two Board members nominated by President Trump is already on the job after Senators confirmed management-side labor lawyer Marvin Kaplan. The other, William Emanuel, who reportedly has union-busting experience, has not yet been confirmed but will give the Board a 3-2 Republican majority should the full Senate approve.

## **FORMER ALASKA FERRY WILL BE FLOATING HOTEL**

A retired Alaska Marine Highway System ferry has been auctioned off to a bidder that plans to repurpose it into a floating hotel and restaurant. The 352-foot M/V TAKU, built in 1963, netted only \$300,000, far below the State's original \$1.5 million asking price. Portland-based hotelier KeyMar LLC was the winning bidder and plans to eventually transform the TAKU and reopen it to operations in its new incarnation presumably on Portland's Willamette River.

Investors noted that they envision the converted TAKU would provide affordable accommodations and serve as a base for numerous river-related activities including "watersports, seaplane terminal, spa, park, farmers' market, and/or other amenities beneficial to adjacent condos and apartment buildings."

## **ACTIVE SHIPPING ON GREAT LAKES**

Overall shipping tonnage on the St. Lawrence Seaway is more than 13 percent ahead of 2016, according to the latest statistics through August 31. Iron ore, salt and general cargo shipments through the Great Lakes and Seaway have been strong throughout the 2017 shipping season and continue to lead the way.

"U.S. iron ore exports to Asia continue at a brisk pace along with shipments of steel, aluminum and oversized equipment and machinery to support manufacturing in U.S. cities across the Great Lakes region. Ports are making infrastructure investments and marketing efforts that are paying off with a more diversified cargo mix," said Bruce Burrows, President of the Chamber of Marine Commerce. Meanwhile, the latest tonnage numbers show general cargo (specialty steel, aluminum, project cargo and containers) is more than 40 percent ahead of last year.

## **REGULAR MONTHLY MEETINGS**

Monday, October 2 – Boston@1200; Seattle (Fife)@1300;

Tuesday, October 3 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;

Wednesday, October 4 – Jacksonville@1300; New Orleans@1315;

Thursday, October 5 – L.A.@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;

Friday, October 6 - 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; [mebahq@mebaunion.org](mailto: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](mailto:marco@mebaunion.org)*