

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Winter 2014

Jesse M. Calhoon

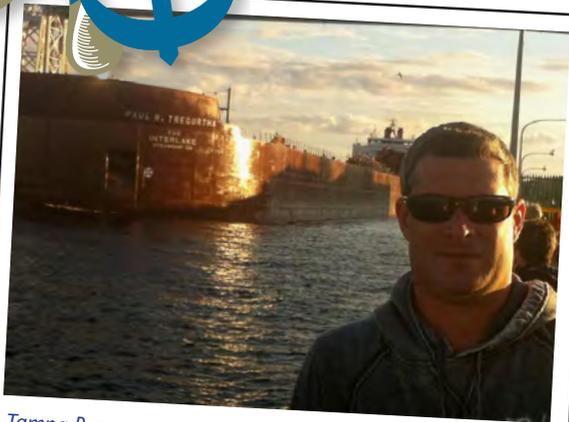
**National President
1963-1985**

**M.E.B.A. Patriarch,
Visionary & Industry Icon**





Faces around the Fleet



Tampa Representative Greg Quintana with the Interlake Steamship vessel PAUL R. TREGURTHA.



M.E.B.A. members after a ship security exercise conducted on the ASM-managed LMSR USNS SHUGHART. From left to right are Albert Caskie, Pete Jandrasko, Benjamin Darr, the Instructor, and Danilo Datuin.



Brother Jim Rowe (right) was elected by the Oakland membership to receive the 2013 Duncan Ballenger Award for outstanding service to the Union. The award is named after the esteemed former L.A. Branch Agent. Barry Reese (left) congratulates him at the October 2013 union meeting in Oakland. The members were unanimous in acknowledging the selfless contributions to our Union by the energetic and popular Rowe. Jim has been a go-to guy for many years in the Bay area. A true asset to the union, his name was inscribed on a brass plate that will be affixed to the bulkhead at the Dispatcher's cage in Oakland. Congratulations, Jim, on a job very well done!



M.E.B.A. member Chief Engineer Bruce Cooper receiving his 30 years of service recognition with Washington State Ferries.

On the Cover:

Maritime labor leader and past M.E.B.A. president Jesse M. Calhoon sailed into the sunset on October 22, 2013. His contributions to our industry and Union are immense.

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.

Thank you to Audra Kincaid





Message from the President

The transition of our new administration went well and I give credit to former and current elected officials, as well as representatives and administration staff. I want to personally thank President Mike Jewell for reaching out and providing a comprehensive and in-depth turnover. The Union benefited from it and I wish Mike luck with whatever he chooses to pursue in the future.

I'm sincerely honored to have been elected as President of the M.E.B.A. Nothing completely prepares you for realizing the honor and for taking on the responsibility of this office. As I've previously stated I have every intention of putting all of my efforts into ensuring the sustainability of our organization while also expecting the same from all elected officials and appointed representatives.

UNITY & FRIENDSHIP:

We owe a lot to the man on the cover, Jesse Calhoon. While the industry has changed significantly since the days of Calhoon, we should never forget what he accomplished for the M.E.B.A. and the simple fact we are continuing to benefit from his past leadership, foresight and hard work to this day.

With that in mind I would like to remind all M.E.B.A. members we each have a degree of responsibility to ensure the accomplishments of past administrations and efforts of the membership are not squandered. "No victory ever stays won" to quote a book I read on the airline union ALPA. In other words, what we currently have as a union, can and will be taken from us if we don't collectively fight to maintain it.

At our recent new administration "All Hands" meeting, at the Calhoon School, a focal point of our discussions concerned membership "involvement" in the union process. I have high expectations of our membership as the administration cannot sustain the M.E.B.A. by itself. We are only as strong as the membership, therefore input, involvement and contribution by all, no matter at what level, is required.

SUSTAINABILITY:

Adapting and maintaining a long term outlook is critical for the sustainability of the M.E.B.A. and is also required to provide the necessary perspective for current decision making process. We have to provide new and current members the confidence that M.E.B.A. is a viable career option for the long term.

Union operation, structure and plans must adapt to meet modern day realities. We cannot afford to operate inefficiently or without regard to the pressures we experience from all directions in our industry.

Sustainability also involves ensuring collective bargaining agreements are adhered to by all. Allowing contract language to be arbitrarily dismissed or ignored only weakens our Union. Rank and file input, involvement with contract issues, strategies and negotiations is necessary to be successful in the long term. We will endeavor to involve rank and file in negotiations, as much as possible, considering time and resource constraints.

RECRUITMENT & RETENTION:

A strategy for the recruitment and retention of an "active" US merchant mariner base is critical at this point in time and should be a priority and concern to all. Demographics, a changing work force and the fact the supply and demand equation in our industry has changed cannot be ignored. For government and industry to think labor unions can recruit and retain mariners on their own, without collaboration, is unwise. Government, industry and labor must actively "partner" on this issue.

The Calhoon M.E.B.A. Engineering School internship program has shown great potential. We need to expand the program to reach as many potential candidates from the maritime academies as possible.

Additionally the government program "Military to Mariner" has the potential to be a source for mariners and a relatively efficient means to move our military veterans into the pipeline.

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MARITIME POLICY & STRATEGY:

The recent Maritime Symposium, held by the Maritime Administration, was a step in the right direction. But unless the maritime unions and industry respond to the questions asked, any momentum may be short-lived. Maritime unions and industry need to respond in order to provide ammunition, to make the case, to move forward.

Representatives from MarAd, USTRANSCOM, FMC, MSC and the Navy League, as well as the maritime unions and others, were present at a recent reception at M.E.B.A. HQ on Jan. 22nd. The government agencies are supportive in that they are all advocates for retaining a sufficiently sized “active” pool of mariners required for national security and a competitive maritime industry.

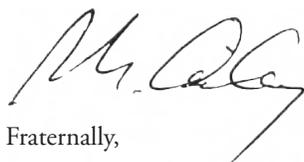
MARITIME LABOR:

Lastly we, the maritime unions, have been our own worst enemies. All should consider the accomplishments of Jesse Calhoun and how they were achieved. A different perspective would be the fact the mariner supply and demand equation is somewhat unbalanced. We all need to acknowledge that current manning problems exist with government and commercial contracts because of the lack of cost of living increases over time and the resulting wage disparity.

My intent here is not to immediately change any specific relationships but I believe maritime unions are at a point where a more collaborative effort would “effectively benefit all,” rather than for our collective to continue to accept the detrimental effects of past relationships. The present status quo should be unacceptable.

The current challenges and reality our industry faces are acknowledged by unions, companies and government agencies alike. The need for sound maritime policy, taking into consideration both the sustainability of a sufficiently sized “active” pool of mariners and the industry required to support them, is overdue.

I believe working together we can adopt new strategies to capitalize on current opportunities in order to change this long-standing status quo.



Fraternally,

Marshall Ainley



In the 1960s, Jesse Calhoun foresaw an industry shortage of trained licensed seamen and spearheaded the formation of the training school that bears his name today. The cutting edge Calhoun M.E.B.A. Engineering School continues to set the course for advanced training of mariners and ensures that expert M.E.B.A. officers remain in a class of their own.

Calhoun M.E.B.A. Engineering School - 2014 Course Schedule – M.E.B.A. Members

ADVANCED CARGO OPERATIONS

(2-Week Course) 6 students maximum
March 31 - April 11

ADVANCED FIRE FIGHTING

(1-Week Course) 10 students maximum
February 17 - February 21

ADVANCED METEOROLOGY

(1-Week Course) 6 students maximum
April 14 - April 18

ADVANCED PIPE WELDING

(2-Week Course) 6 students maximum
December 8 - December 19

ADVANCED SHIPHANDLING

(2-Week Course) 6 students maximum
February 3 - February 14

ADVANCED STABILITY

(1-Week Course) 6 students maximum
February 17 - February 21

ADVANCED WATCHKEEPING

(1-Week Course) 6 students maximum
March 10 - March 14

APPLIED DIESELS

(4-Week Course) 6 students maximum
April 28 - May 23

BASIC OIL & CHEMICAL TANKER OPERATIONS

(1-Week Course) 12 students maximum
March 10 - March 14
October 13 - October 17

BASIC SAFETY TRAINING

(1-Week Course) 12 students maximum
March 24 - March 28
December 15 - December 19

CMEO

(1-Week Course) 10 students maximum
April 14 - April 18
June 9 - June 13
August 25 - August 29
October 6 - October 10

CONFINED SPACE-TANK ENTRY OPERATIONS

(1-Week Course) 12 students maximum
April 14 - April 18
September 29 - October 3

CONTAINER REFRIGERATION

(2-Week Course) 10 students maximum
February 3 - February 14
March 24 - April 4
September 22 - October 3
December 8 - December 19

DATA COMMUNICATIONS & NETWORKING

(2-Week Course) 12 students maximum
June 2 - June 13
December 1 - December 12

DIESEL ENGINEERING

(6-Week Course) 12 students maximum
March 10 - April 18
September 8 - October 17

ECDIS

(1-Week Course) 6 students maximum
March 3 - March 7
October 13 - October 17

FAST RESCUE BOAT

(1-Week Course) 8 students maximum
June 9 - June 13
August 4 - August 8

GAS TURBINE ENGINEERING

(4-Week Course) 12 students maximum
January 6 - January 31
April 28 - May 23
September 8 - October 3
October 13 - November 7

HAZMAT RESPONDER

Please see Confined Space - Tank Entry Operations

INDUSTRIAL ELECTRONICS

(4-Week Course) 12 students maximum
February 3 - February 28
October 27 - November 21

INSTRUMENTATION

(3-Week Course) 12 students maximum
March 3 - March 21
April 28 - May 16
September 8 - September 26

LEADERSHIP & MANAGEMENT

(1-Week Course) 12 students maximum
February 24 - February 28
June 2 - June 6
August 11 - August 15
November 10 - November 14

MACHINE SHOP

(4-Week Course) 12 students maximum
March 24 - April 18
August 4 - August 29

MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY

(2-Week Course) 12 students maximum
March 10 - March 21
March 31 - April 11
May 5 - May 16
July 28 - August 8
October 6 - October 17
December 1 - December 12

MARINE ELECTRICAL SYSTEMS

(4-Week Course) 12 students maximum
April 28 - May 23
June 2 - June 27
July 28 - August 22
September 8 - October 3

MEDICAL CARE – PIC

(3-Week Course) 12 students maximum
December 1 - December 19

MEDICAL CARE PROVIDER

(1-Week Course) 12 students maximum
February 24 - February 28
October 6 - October 10

MSC OFFICER

(2-Week Course) 10 students maximum
March 31 - April 11
June 16 - June 27
August 11 - August 22
October 13 - October 24

OPERATING PRINCIPLES OF MARINE POWER PLANTS

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

PROGRAMMABLE LOGIC CONTROLLERS

(2-Week Course) 12 students maximum
March 31 - April 11
August 18 - August 29

RADAR RE-CERTIFICATION

(Examination Only)
Scheduled by Appointment

REFRESHER TRAINING - ENGINEERING OFFICER

(2-Week Course) 12 students maximum
March 17 - March 28
December 8 - December 19

REFRIGERATION

(4-Week Course) 10 students maximum
April 28 - May 23
August 4 - August 29

SHIP MANAGEMENT – SAFETY MANAGEMENT

(2-Week Course) 6 students maximum
March 17 - March 28

SMALL ARMS

(1-Week Course) 10 students maximum
June 2 - June 6
September 22 - September 26

STEAM ENGINEERING

(6-Week Course) 12 students maximum
October 13 - November 21

TANKSHIP - LNG

(2-Week Course) 12 students maximum
February 3 - February 14

TIG WELDING

(2-Week Course) 6 students maximum
September 8 - September 19

VESSEL SECURITY OFFICER

(1-Week Course) 12 students maximum
May 12 - May 16
August 25 - August 29

VISUAL COMMUNICATIONS (Flashing Light)

(Examination Only)
Scheduled by Appointment

VOYAGE PLANNING

(1-Week Course) 12 students maximum
February 24 - February 28
October 6 - October 10

WELDING

(4-Week Course) 12 students maximum
January 6 - January 31
February 17 - March 14
October 27 - November 21

ENROLLMENT PERIODS

- ◆ Applications are currently being accepted for classes held before June 30.
- ◆ For classes held during July 1 to December 31, applications will be accepted starting May 1, 2014.

World-Traveling Members Ship Out on New Ships



The USNS SPEARHEAD is the first in a class of Navy/ MSC next-generation high-speed vessels. Expert M.E.B.A. engineers are ensuring the success of the ships.



The USNS POMEROY (T-AKR 316) is one of the Watson Class vessels. Each of the ships have twin cranes allowing cargo to be loaded and unloaded.



Military Sealift Command's USNS CHARLTON (T-AKR 314) is one of the eight Watson-class LMSRs. The LMSRs all have a commercial helicopter deck.

Expert M.E.B.A. engineers are ensuring the success of the first-in-a-class of Navy Joint High-Speed Vessels (JHSV's). The 338-foot, twin-hull catamaran USNS SPEARHEAD left Joint Expeditionary Base Little Creek in Virginia Beach, VA recently on its maiden deployment to the U.S. 6th Fleet. The vessel is operated by a crew of 22 civilian mariners.

Built by Austal USA, the JHSV's will be operated by the Military Sealift Command and support joint or coalition force operations of the Army and Navy. The next vessels in the class will be the USNS CHOCTAW COUNTY, USNS MILLINOCKET, USNS FALL RIVER and USNS TRENTON. The CHOCTAW COUNTY has already been launched with the others still in various stages of construction. M.E.B.A. engineers will crew each of the vessels.

The Spearhead class is designed for rapid, flexible, intra-theater transport of troops and military equipment of approximately 600 tons for 1,200 nautical miles at an average speed of 35 knots.

World-class M.E.B.A. engineers recently crewed up a newly reflagged shallow draft tanker in January after a protest that held up the process was favorably resolved. M.E.B.A. company Patriot Contract Services manages the vessel formerly named BOMAR ERIS that was rechristened as the SLNC PAX. The ship was reflagged to the Stars and Stripes at a ceremony in Guam. DOD/ Military Sealift Command awarded the contract to Maryland-based Schuyler Line Navigation Co. to support Defense Logistics Agency-Energy missions. The time-charter contract includes three 12-month option periods along with an 11-month option. Proficient MM&P deck officers join their M.E.B.A. compatriots aboard the ship. The vessel primarily will haul petroleum and will operate in the Far East. M.E.B.A. Chief Engineer Tim Kelley heads up engine room operations with Todd Roy serving as the initial 1st A/E.

M.E.B.A. engineers are expected to crew up eight Watson class Large, Medium Speed, Roll-on/Roll-off (LMSR) vessels anticipated to be turned over in March for ship management by Patriot Contracting Services (PCS). MM&P and SIU join our members on these workhorse vessels.

The ships include the USNS WATSON, USNS SISLER, USNS DAHL, USNS RED CLOUD, USNS CHARLTON, USNS WATKINS, USNS POMEROY, and the USNS SODERMAN.

The LMSRs have the capacity to carry an entire U.S. Army Task Force, including 58 tanks, 48 other tracked vehicles, and over 900 trucks/other wheeled vehicles. They transport vehicles and equipment in support of humanitarian and combat missions.

Additional engineers will still be considered for these positions. Those members with previous gas turbine class and/or Government Vessel Operations course experience should consider applying. You can contact Duncan Ballenger for further information. He can be reached at dballenger@mebaunion.org or at the Oakland Hall - (510) 291-4912.

Transition Smooths Sea Lanes as New Administration Steams Ahead



Marshall Ainley
President



Bill Van Loo
Secretary-Treasurer



Adam Vokac
Executive V.P.



Chris Guerra
Atlantic Coast V.P.



Phil Sistrunk
Gulf Coast V.P.

The good ship M.E.B.A. is steaming ahead following a change of command at the nation's oldest maritime union. In a six-man race for the Union presidency, members voting in M.E.B.A.'s 2013 officers' election launched longtime Chief Engineer Marshall Ainley to the top spot.

Marshall brings over 30 years of industry experience to the table with the last nine serving as Chief for Maersk Line, Ltd. He has significant experience in the Government fleet and a Master's Degree in Business Administration from the University of Massachusetts. He is a 1982 graduate of the U.S. Merchant Marine Academy. "I look forward to working with the M.E.B.A. administration and members to further the M.E.B.A.," Ainley announced. "I also look forward to partnering with other unions, industry and government to ensure the continued vitality of our industry."

Marshall takes over a District Executive Committee that returns Atlantic Coast Vice President Chris Guerra and Secretary-Treasurer Bill Van Loo. The vacancy for Executive Vice President was captured by former Honolulu Representative Adam Vokac – another Kings Pointer with a Master's Degree (actually two) – in Mechanical Engineering and Ocean Systems Management. Adam had served as the Permanent 1st A/E aboard the NCL-America vessel PRIDE OF AMERICA and recently earned his Chief Engineer's license.

Phil Sistrunk is the new Gulf Coast Vice President who ascends to the position after working his way up through the hawsepipe. Following his U.S. Navy service which took him to Vietnam, he worked on push-boats as a deckhand and tankerman up and down the Mississippi River and inter-coastal waterways. Phil also toiled in the oilfields as a roustabout, roughneck, derrickman, and motorman. Before shipping out with the M.E.B.A. blue and gold, he also worked his way up to Chief Engineer on Mobile Offshore Drilling Units and served as an offshore installation manager.

Bill Van Loo has served the membership since 2002 when he

was first elected as Baltimore Branch Agent. Bill confirmed his appreciation to the Union membership and promised to work hard and utilize his expertise on behalf of each and every M.E.B.A. member during the next three years. Chris Guerra begins his second term as Atlantic Coast V.P. on top of three years as Patrolman in the Port of New York/New Jersey. Chris is well equipped to help advance the Union's mission.

At an "All-Hands" meeting in Easton, MD recently, President Ainley laid out the focus for our elected officials to better serve our membership and work toward the sustainability of our great Union. The new District Executive

continued



New Branch Agent Erin Bertram gave an overview of the M.E.B.A.'s new dispatching system to attendees at an officials' meeting in January.



Seattle Patrolman Kevin Cross (r) miles away from his shipboard job. He's seen here networking with New Orleans Representative Wilson Johns.



HORIZON KODIAK C/E Chris Rasmussen sent in this photo of Kevin Cross before our new Seattle Patrolman got the news that he'd have to go buy a suit for his new job.

Committee rolled up its sleeves and began tackling the issues head-on in support of the M.E.B.A. membership and their families. They are seeking to maximize efficiency of service to the membership at the halls while acceding to the limitations of modern day resources and realities.

Marshall thanked outgoing President Mike Jewell for his three-year service as M.E.B.A.'s Chief Executive in addition to his steadfast support and assistance during the transition process. Jewell leaves his post after three years of dedicated service as President. He assumed the helm of the M.E.B.A. during a time when difficult decisions regarding the Pension Plan were necessary in order to ensure the viability of the M.E.B.A.

Aside from the three DEC members, two others begin their first terms as elected officials. Nico Sermoneta begins assisting the membership as the new Patrolman at our hall in New Jersey. Chris Guerra is eager to work with Nico who brings great energy to the job and a desire for beneficial change. Kevin M. Cross is another enthusiastic young member who is keeping things on an even keel as the new Patrolman at our Seattle hall. Cross was handpicked by Branch Agent Jeff Duncan who takes over the hall after years serving as Seattle Patrolman and Washington State Ferry Representative.

The newly elected Branch Agents and Patrolmen are ready to get underway and down to work. Erin Bertram will continue serving the membership in her new role as Houston Branch Agent after demonstrating her dedication and competence as Dispatcher for almost fifteen years. Donn Reamer has been appointed to help Erin out as the Dispatcher/Rep. in the Houston hall. Donn is well suited for his new role having served as the Houston hall's Patrolman for two terms.

The proficient team in L.A. remains intact, with Branch Agent Rich Doherty continuing to head up this productive hall. The very capable John McElhone steps up from Representative to the office of Patrolman. The Oakland hall

is privileged to have Patrolman Dave Nolan on the job. The former Executive V.P. will be a boon for new V.P. Adam Vokac and help keep things running smoothly at the hall. Our New Orleans hall welcomes back an old pro. Wilson Johns has given the M.E.B.A. the best years of his life – both at sea and in support of the membership at the halls. He will serve as the Representative in New Orleans supporting Gulf Coast V.P. Phil Sistrunk while bringing a boatload of know-how to the table.

Tracy Burke takes over as Branch Agent in Norfolk following his DEC appointment. Tracy formerly served as the Chief Engineer aboard the USNS SGT MATEJ KOCAK, a Military Sealift Command vessel managed by Keystone Shipping. Tracy oversees the hall and is the Government Fleet Representative assisted by Pete Schuffels. He is well qualified for his new role with over 25 years of shipping experience.



Bill Campbell (l) will build on his nine years of experience serving as the Representative in the Boston hall. He is seen here with Atlantic Coast V.P. Chris Guerra.

Tracy spent many years on the Lakes sailing with Interlake Steamship, an M.E.B.A.-contracted company. His Great Lakes experience will also allow him to lend assistance to the oversight of our Cleveland Union hall.

Luke Kaili continues his excellent representation at our hall in Honolulu. He recently retired but can't get the M.E.B.A. blue and gold out of his veins. The wily go-getter Greg Quintana will continue as our Representative in Tampa. Finally, the Boston Union hall welcomes back Bill Campbell who takes over for the outgoing Bob Heanue. Bill has nine years of service to the Boston hall under his belt after he began work there as Representative in 2002. He can be counted on as a committed and effective official who makes sure the needs of the members are met.



Wilson Johns with new Patrolman Nico Sermoneta (r) who recently moved close to our hall in New Jersey to be able to better serve the membership.



Branch Agent Rich Doherty (l) and Patrolman John McElhone are a good team at our L.A./Wilmington hall making sure the job gets done the right way.



The December 2nd election vote count was overseen by a rank and file Tallying Committee. Left to right are Reggie Abrams (Houston), Kevin Nichols (San Francisco/Oakland), Keith Grandy (Baltimore), Claudia Cimini (Chairperson - Seattle), John Fountas (L.A./Wilmington), Eddie Washington (New Orleans), and Bill Cadden (NY/NJ). John Seibel of True Ballot, Inc. served as Impartial Administrator and did an extremely good job that maximized efficiency and transparency.

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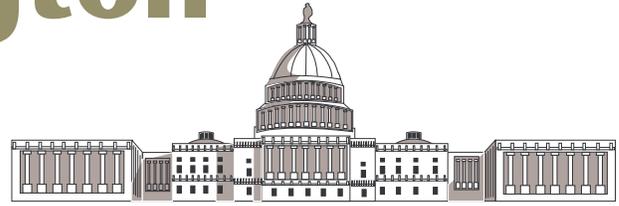
Meeting Schedule

Port	February	March	April
Boston	Mon. 3	Mon. 3	Mon. 7
Calhoun School	Tues. 4	Tues. 4	Tues. 8
Charleston	Tues. 4	Tues. 4	Tues. 8
Honolulu	Fri. 7	Fri. 7	Fri. 11
Houston	Tues. 4	Tues. 4	Tues. 8
Jacksonville	Mon. 3	Mon. 3	Mon. 7
L.A. (Wilmington)	Thurs. 6	Thurs. 6	Thurs. 10
New Orleans	Wed. 5	Wed. 5	Wed. 9
New York (New Jersey)	Thurs. 6	Thurs. 6	Thurs. 10
Norfolk	Thurs. 6	Thurs. 6	Thurs. 10
San Francisco (Oakland)	Tues. 4	Tues. 4	Tues. 8
Seattle	Mon. 3	Mon. 3	Mon. 7
Tampa	Thurs. 6	Thurs. 6	Thurs. 10



Washington Update

Matt Dwyer
Political Director, M.E.B.A.



This past year posed a number of obstacles for the maritime industry. At the beginning of 2013, the M.E.B.A. faced inevitable Sequestration cuts that affected the Maritime Security Program (MSP), Military Sealift Command (MSC), Army Corps of Engineers, National Oceanic and Atmospheric Administration (NOAA) and the Ready Reserve Force (RRF) fleet. In addition, the industry faced targeted and well-funded attacks on the Food for Peace cargo preference requirements spearheaded by the Administration.

The situation did not look good. Knowing how these cuts would affect the Union, the M.E.B.A. team sprang into action. While the Fiscal Year 2013 cuts affected MSP funding and required MSC to issue furloughs, the M.E.B.A., while working with the MM&CP and others in the industry, was able to avert far more devastating cuts to the industry.

On October 16th, after weeks of a government shutdown, President Obama signed a Continuing Resolution (CR) into law that opened the Federal Government and kept it funded it through January 15th 2014. The deal, as negotiated by Congress, included a monumental provision for the maritime industry. It provided full funding for the MSP that had been slated to be saddled with a \$12 million shortfall. Inserting this funding was no small accomplishment as the CR (by definition) simply extends current spending levels and does not consider new funding.

On January 17th, President Obama signed into law the Consolidated Appropriations Act. With its passage, Congress funded the federal government through the 2014 Fiscal Year. Maritime realized further achievements in this legislation. The temporary MSP fix in the CR was extended and the program remains fully funded. Additionally, Congress directed the Maritime Administration to report on the impacts of reduced government-impelled cargoes on the viability of the U.S. fleet.

In January, the Congress also passed the Farm Bill which includes the PL-480 Food for Peace program. Most notably, the Administration's proposal to switch to a cash-based system was rejected and the Farm Bill authorized a robust funding level of \$2.5 billion even though the actual funding appropriated for the program tends to be significantly lower. Although we are under no illusion that this marks the end of the war, it represents strong Congressional support for the current system.

Unfortunately, it is not all good news. The Farm Bill increases the amount of funds that can be taken from PL-480 for expenses incurred by private voluntary organizations from 13 percent to 20 percent. This means that there could be less funds available to purchase and ship U.S. food commodities.

Further, the Farm Bill makes permanent and increases the funding for the local and regional purchase pilot program. Although the legislation does not require that the funding comes from the PL-480 program, appropriators will need to find a source for the funding somewhere. The Farm Bill represents a reaffirmation of Congressional support for cargo preference and the maritime industry but the M.E.B.A. must still remain vigilant to ensure that the funding and support remain in place.

The M.E.B.A. thanks Senators Patty Murray (D-WA), Barbara Mikulski (D-MD), Richard Shelby (R-AL) and all the other Senators and Representatives who helped in this process for their unrelenting support of the industry. Resolute supporters in Congress who continue to beat the drum are an invaluable asset.

There is not a definitive formula for the success experienced in the October CR, but there is no doubt that M.E.B.A.'s Political Action Fund (PAF) and member grassroots outreach efforts played a pivotal role.

Your contributions to the PAF help to keep strong Congressional allies in office while providing the Union with an opportunity to build and maintain relationships with the key decision makers. It takes time and resources to establish and maintain relationships with key Congressional allies and in order for the M.E.B.A. to prosper, we cannot let down now.

If you do not currently contribute to the PAF then I would strongly encourage you to do so. Currently, only 20% of M.E.B.A. members contribute while EVERYONE benefits. If you would like to join with your brothers and sisters in protecting M.E.B.A. jobs, please visit the "Electronic Payment" section of the website or contact Headquarters.

The M.E.B.A. would like to thank every member and official who has taken part in the MSP letter writing campaign. With over 1,000 letters sent to Congress, there is no doubt that your efforts played a role in the legislative success. While the D.C. political program is essential, Members of Congress are ultimately responsible to the people who live and work in their districts – YOU! Simply put, hearing from their voters gives them an additional reason to support the U.S. Merchant Marine.

If you would like to reach out to your Member of Congress on MSP, Food Aid, or any other issue important to the U.S. Merchant Marine, please feel free to call me at Headquarters or e-mail me at mdwyer@mebaunion.org.



The one-week **Civilian Mariner Engineering Officer (CMEO)** course includes training modules on a computer-based maintenance tracking program (SAMM), water testing, lube oil analysis, and technical writing. The March 15th session included three students from the U.S. Merchant Marine Academy (USMMA) in the cadet intern program. Members of the graduating class included (left to right) Richard Whitney, Jr., Mike Blevins (Instructor), Kevin Bailey, Devlin Miller, Tom Becker, Katherine Noonan (USMMA), Mark Zalenski, Elsie Dominguez (USMMA), Phil Walkup, and Andrew See (USMMA).



The **Vessel Security Officer** course teaches members security regulations, risk assessment and mitigation techniques, anti-piracy including the use of deadly force, and interfacing with port or company security officers and implementation of the Vessel's Security Plan. Members in the August 16th graduating class were (left to right) Todd Moreland, Jack Menendez (Instructor), Rich Adams, Jr., Tim Feeney, Edwin Bagley, Michael Coggio, Barry Reese, Miguel Flores, Hugh Curran, Doug Sier, Tim Dougherty, Joshua Reed, Greg Logue, William Cadden, Jr., and Scott Nowak (Instructor).



The two-week **Container Refrigeration** class gives mariners a working knowledge of refrigeration systems with emphasis on Thermo King and Carrier refrigerated container units. The August 23rd graduating class included (left to right) Justin Whitton, Darryl McCaslin (Instructor), Tracy Hill, Thidiane Kanoute, Ed Ferrel, Robert Vanbever, Dan Barone, Mike Fanning (Instructor), and Joe Robson.



The one-week **High Voltage Safety** course covers a wide range of topics, including the principles and procedures for the safe operation & maintenance of marine low voltage (<1 kV), and marine high voltage (1-15 kV) equipment. Members of the September 6th class included (left to right) Tru Sunderland (Instructor), Eric Jaskoviak, Craig Harkins, Tucker Crevier-Kimball, Ryan Moorman, David Flynn, Eileen Nash, Chris Benard, Brian Mitchell, John-Leon Gosselin, Bill Radaskiewicz (Instructor), Brandon Dekryger, Gary Ratliff, and Marshall McCrosky.



TIG Welding GTAW (Gas tungsten arc welding) is a two-week class that concentrates on tungsten inert gas welding of ferrous and non-ferrous metals in multiple positions. The September 20th graduating class included (left to right) Aaron Schmidt (Instructor), Daisuke Omi-Freeman, Bryan Jennings (Instructor), Steve Bigelow, Chad Ingols, Jonathan Schmidt, Wilfred Jones, and Rich Lundin.

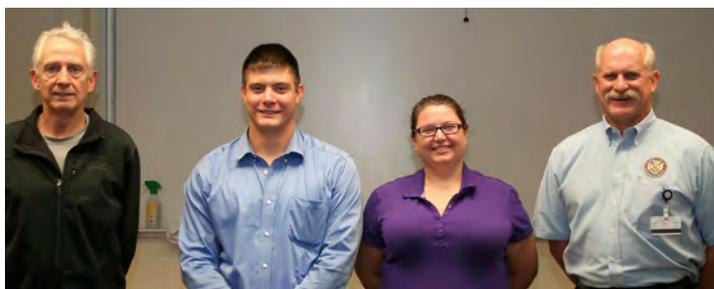


Calhoun School

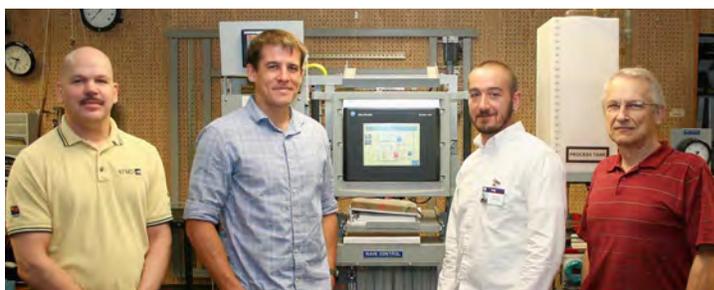
The four-week **Refrigeration** class covers basic refrigeration system operation principles, pressure-enthalpy diagrams, refrigeration instrumentation, refrigerants and the oils used with each, refrigeration system components, maintenance practices and systemic troubleshooting procedures. Members of the October 4th graduating class are (left to right) Andrew Wormwood, Michael Bosse, Mike Fanning (Instructor), Gerard Cullen, Rustico Moises, Hugo Infante, Jean Lavache, and Darryl McCaslin (Instructor).



Advanced Watchkeeping is a one-week course that provides members fundamental principles of organizing and managing a navigation bridge team and critical thinking for decision making. Members of the October 11th graduating class were (left to right) Bill Kenneweg, Alex Mitchell, Mary Halloran, and Scott Nowak (Instructor).



The three-week **Instrumentation** class focuses on the sensors and actuators used in maritime and industrial control systems. The October 18th graduating class included (left to right) Rick Fullwood (Instructor), Tom Kreta, Josh Chevalier, and Romualdas Videika.



Military Sealift Command (MSC) Officer is a two-week class that teaches mariners - who intend to apply for positions on MSC vessels - damage control, chemical biological radiological defense, and small arms qualification. The November 1st graduating class included (left to right) Dan Tuel (Instructor), William Crowe III, Orlando Pabon, William Wilhite, and Wesley Sikora.



Steam Engineering is a six-week course designed to give members a working knowledge of the theory, construction, operation, maintenance, and casualty control of marine steam propulsion power plants. The November 15th graduating class, which was held on the **ANTARES** in Baltimore, MD, included (left to right) Denis Mengele (Instructor), Dan Scrivanich, Greg Lawrence, Aleksandr Semendyayev, Helbert Esquivel, Keith Kollenbaum, Glen Dedini, Tom Tompkins, Michael Garcia, and Mike Fanning (Instructor).



Calhoun School



The four-week **Industrial Electronics** class educates members on electronic devices, analog and digital circuits, and emphasizes the application of shipboard instrumentation, power systems, and control circuits. Members of the November 22nd graduating class are (left to right) Bryon Long, Robert Trifonoff, Bill Radaskiewicz (Instructor), Fred Johnson, James Fowler, Adrian Isenhour, Hugo Infante, Michael Kushler, Laurence Sprague, and Paul Morrow.



The six-week **Diesel Engineering** course gives engineers fundamental working knowledge of the theory, construction, operation, and maintenance of main propulsion and auxiliary diesel engines, engine control systems, and related auxiliary equipment. The November 22nd graduating class included (left to right) Stan Orlando, Mike Bates (Instructor), Sam Kumako, Steven Mazza, Ernie Clements (Instructor), Robert "Scott" Bell, and Tru Sunderland (Instructor).

Faces around the Fleet



M.E.B.A. retiree and former Deck Officer Bill Kenneweg recently conquered the Washington D.C.-area Marine Corps Marathon in just over four hours.



M.E.B.A. members and retirees gather for the 2013 Baltimore Propeller Club's Annual Crab Feast. Pictured are (front row, left to right) AMC President Lee Kincaid, M.E.B.A. Contracts officer Mark Gallagher, and Kevin Kirby and his wife. Second row, left to right are Leslie Bertram, AMC Executive Director Jim Caponiti, former Maritime Administrator John Gaughan, Harry Bertram, Karen Barbacane, Fran Cadden, and Lou Martone. In the back row, left to right are Mike McFeeley, Tom Caponiti, Steve Jablonski, Maria Jablonski, Michael O'Sullivan, Joe Barbacane and Bob Vint.



Photo Credit: The Times-Picayune.

Ava Montalbano-Starita, the 2-year old granddaughter of M.E.B.A NOLA Plans employee Mary Starita, had her picture published in *The Times-Picayune* after she participated in the Doc Mobile tour at the Audubon Zoo.

M.E.B.A. on High-Profile Mission to Destroy Syria WMD Components



Acting Maritime Administrator Chip Jaenichen onboard the CAPE RAY by the main engines with Chief Engineer Chris Meyers. The ship got underway in late January after battling a broken air line on the fuel control system for the Port Main Engine.



(left) The process reactor for the destruction of Syrian chemical weapons.

Expert M.E.B.A. deck and engine officers aboard the CAPE RAY shipped out towards the Mediterranean in late January on the first leg of its mission to help destroy Syria's stockpile of chemical weapons. The 648-foot roll-on/roll-off Ready Reserve Force container ship is managed by Keystone Shipping. The Maritime Administration vessel was tapped for the vital, high-profile mission to help neutralize Syria's chemical weapons components stemming from a deal the U.S. brokered with Syrian President Bashar al-Assad. The agreement helped stave off a show of U.S. power in that hotspot region.

The Defense Department is eager to use its new transportable chemical weapons destruction technology to eradicate chemical warfare agents. The Field Deployable Hydrolysis System (FDHS) will perform that feat aboard the CAPE RAY utilizing a team of 15 people. The FDHS can process and render harmless between five and 25 metric tons of chemicals per day. There are two FDHS units aboard the vessel on the main deck, each about the size of a shipping container. Officials said they plan to neutralize seven hundred metric tons of dangerous chemicals during the vessel's 90-day mission.

The M.E.B.A.-crewed CAPE RAY has made multiple voyages into war zones and the M.E.B.A. officers aboard are seasoned professionals. But while the crew is providing the same reliability and level of proficiency as they always do, they are also energized and enthusiastic about making this important mission a major success.



(below) Atlantic Coast V.P. Chris Guerra (center) aboard the CAPE RAY with Capt. Rick Jordan at left and Chief Engineer Chris Myers.



M.E.B.A. President Marshall Ainley discussing mariner jobs with MSC Commander Rear Adm. Thomas K. Shannon. Keystone Shipping's Government Vessels Manager Andrew Hake is also seen in this photo over Marshall's right shoulder.

M.E.B.A. officers aboard the M/V CAPE RAY include Chief Engineer Chris Myers, 1st A/E Dominic Walsh, 1st A/E Harold Wagstaff, 2nd A/E Stephen Shea, 3rd A/E Nick Ridgway and 3rd A/E Eric Shea. On the deck side are Captain Rick Jordan, Chief Mate Jack Menendez, Second Mate John Verrilli, Third Mate Michael Tuttle and Third Mate Doug Sier.



Longtime President and Father of M.E.B.A. Modern History Jesse Calhoon Sails Into the Sunset

*Jesse Calhoon
first went to sea
as a coal passer
in 1939 at the
age of 16.*

Jesse Mayo Calhoon, M.E.B.A.'s longest serving President widely credited with ushering the Union into the modern era, crossed the final bar on Tuesday, October 22, 2013. He was 90 years old.

A powerful and visionary leader, he was a tough negotiator and the employers viewed him as a formidable adversary. His dynamic service as M.E.B.A.'s top executive and Chairman of the Board of Trustees spanned over 20 years and six U.S. presidencies. Jesse's energy for the job allowed him to maximize his influence within the industry and on Capitol Hill. Wages and benefits for members rose dramatically during his tenure. With scores of accomplishments during over 40 years with the M.E.B.A., he racked up many gains for the Union that we continue to build upon today and the legacy he left looms large.

Jesse was born in Belhaven, North Carolina, on April 4, 1923 to a farming family that also fished to supplement their income. He first went to sea as a coal passer in Norfolk, VA in 1939 at the age of 16. He joined up with the National Maritime Union and shipped out as a fireman and then oiler before sailing in convoys in support of the allied effort to defeat Hitler in World War II. During the war he made numerous voyages on the harrowing Murmansk run and helped shuttle supply ships through dangerous waters during the invasions of North Africa and Sicily among others. On one mission he cheated death when his vessel was torpedoed in the Gulf of Mexico.

Jesse graduated from the U.S. Merchant Marine Officer Candidate School in New London, Connecticut in 1943. By February of the next year he had earned his third engineer's license – and a month before his 21st birthday he joined the nation's oldest and finest maritime union and suited up for the first time in M.E.B.A. blue and gold. He continued to serve on a variety of vessels and delivered military cargo until the end of the war. Jesse sailed on ships across the globe over



*Jesse made numerous missions through
dangerous waters during World War II. He suited
up with the M.E.B.A. Blue & Gold in 1944.*

the next decade with a break around 1947 when he served as a refrigeration engineering instructor in Shanghai, China for the Chung Shing Coal Mining Company. By 1949, he had worked his way up to Chief Engineer.

In 1954, the politically astute Calhoon began his ascension within the ranks. Starting out at Norfolk Local 11 he became Business Manager. In 1959 he was elected National M.E.B.A. Secretary-Treasurer on the Edwin Altman ticket. However in an unexpected twist, Altman went on a leave of absence shortly after his election to work on the Presidential campaign of John F. Kennedy. Altman never returned to his post and eventually became the Vice President of West Coast Airlines. Calhoon took over as the acting M.E.B.A. President during those years and at a Special Convention in March 1963 was officially tapped to fill the unexpired term.



Jesse Calhoon outside the U.S. Capitol promoting U.S.-flag ships.



Jesse used his political connections to increase jobs for the membership. He played a large role in the development and passage of the Merchant Marine Act of 1970. He is seen here with President Richard Nixon and former FMC Chairwoman Helen Delich Bentley.

In September 1963, Jesse was easily elected to a full term as the National President. In December 1963, he was elected as District 1 president as well.

While he was a student of history, Calhoon always had an eye to the future. The confining organizational structure of the M.E.B.A. that had been fine for the early 20th century became increasingly unwieldy with the dawn of the 1960s. Jesse helped sculpt the overhaul of the local system and its conversion into three main districts – the Atlantic & Gulf District, the Pacific Coast District, and the Rivers & Great Lakes District. In 1968, he oversaw the merger of those districts into a single all-coast unit and the Union became District No. 1-PCD, M.E.B.A.

In the mid-1960s, with a membership withdrawal rate averaging one each day, and a dire shortage of maritime manpower as the country became mired in Vietnam, Calhoon announced the formation of a Union-run apprenticeship program. It was set up to “meet the growing shortage of marine engineers” due to a shortfall in replacing the retiring older generation. Membership meeting votes gave wide approval to the new plan and Operation LEAP (Licensed Engineer Apprentice Program) was launched. It soon blossomed into a cadet school which took root first at the Emerson Hotel in Baltimore then at the old Southern Hotel on 9 Light Street under the Directorship of Roy Luebbe.

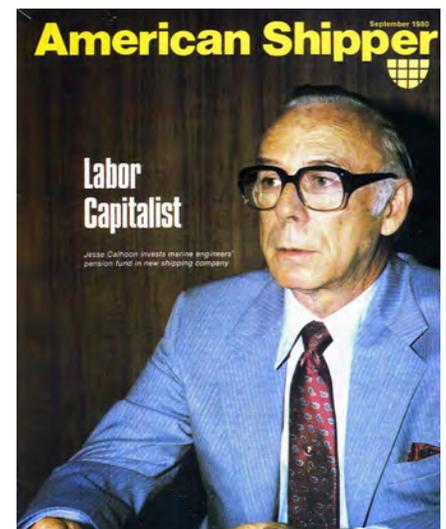
In October 1968, the Calhoon M.E.B.A. Engineering School’s first class of 19 engineers graduated and began their sailing careers with the Union. Ultimately, the cadet program wound down and the School moved to Easton,

MD in the early 1980s where it still provides the finest continuing education for maritime officers in the facility that bears the Calhoon name.

“As a third generation M.E.B.A. member and a Calhoon M.E.B.A. Engineering School graduate, Jesse Calhoon had a profound influence on my life,” said current M.E.B.A. Secretary-Treasurer Bill Van Loo. “He was an icon of the industry.”

Another hallmark of the Calhoon era was his relentless groundwork to cement a hearty, full-funded pension plan for hardworking M.E.B.A. members when their wrench-turning days were done. He succeeded handsomely and his work

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The March 1970 cover of American Labor magazine and the Sept. 1990 cover of American Shipper. Jesse had pointed out, “people know me as a capitalist and I am. And I’m an engineer — but before that I’m a seaman.”

transformed M.E.B.A.'s pension plan into the best in the maritime industry which continues to be the case today.

“When you read the papers today over the last 20 or 30 years, they’ll tell you pension plans - defined benefit pensions plans - are a dinosaur. These things don’t work,” said former M.E.B.A. President Alex Shandrowsky. “And the papers have been full of horror stories over the last 10 or 15 years where Bethlehem Steel goes out of business and their defined benefit plan has no money in it. The guys lose their pensions. This is repeated over and over and over again. Jesse Calhoon had a defined benefit plan. It started in 1950, paid pensions for all the guys in WWII and collected contributions from the labor of the members from 1950 until 1986. In 1986, it became fully funded. So from 1950 it paid pensions from all the way back to the guys who started sailing in the 30s. It paid pensions all the way from 1950 to 1986 when contributions were made and it continued to pay pensions without a single contribution until 2012. Without the companies having to make any dollar contribution, without the members having to pay one red cent, it is perhaps the greatest success story of a defined benefit pension plan in the history of the United States.”

Shandrowsky affirmed that the Union succeeded because of the work of Jesse Calhoon. “It was because of his vision – it was because he stayed on top of it. So when you hear that defined benefit pension plans don’t work, that we can’t have these things anymore - you tell them ‘no, no, no, there was this one fellow, there was this guy Jesse Calhoon, and he knew how to run a defined benefit plan.’ If you want to know go read about him, see what he did.”

With many shipping companies based in New York City, M.E.B.A. Headquarters had been located in Manhattan at Battery Park for years. But as the years passed and the dynamics of shipping began to shift, it became apparent to



Jesse headed up the creation of the Calhoon M.E.B.A. Engineering School in response to the shortage of maritime manpower. Longtime CMES Director Roy Luebbe is at left.

Jesse that the nation’s capital would be a more strategic fit for the Union’s seat of power. He battled against skeptical employer trustees and spearheaded the M.E.B.A. Pension Plan’s purchase of the “Hall of the States” building – located between Washington’s Union Station and the U.S. Capitol – for \$30 million in late 1976. Headquarters staff and officials moved into the building in the summer of 1977.

“I recall how Jesse mulled and mulled over whether he should buy the building or not,” reflected former Congresswoman and Federal Maritime Commission Chair Helen Delich Bentley, a close friend of Jesse’s during that time. “And he finally said ‘we can’t do nothing, we will make it succeed’ and succeed they have.”

Calhoon and the M.E.B.A. supported Jimmy Carter in 1976 but soured on the Georgia Democrat when his campaign promises to heighten the maritime industry went by the wayside. M.E.B.A. was one of only two labor unions to support Ronald Reagan in 1980.





Jesse held phenomenal political clout on Capitol Hill and used it to benefit the Union and its members. Here he is pictured with Merchant Marine & Fisheries Committee Chairman Rep. Ed Garmatz (D-MD) and Chief Counsel Ralph Casey after testifying on Cargo Preference.

Thirty-five years later the building, which still serves as M.E.B.A. HQ, was assessed at over ten times its purchase price and the property continues to provide a robust annual return.

Jesse proved decisive in the formation and successful passage of Richard Nixon's Merchant Marine Act of 1970. The Act provided for the construction of hundreds of U.S.-flagged ships over the next decade. Jesse's presence in the Oval Office was not uncommon and his influence in Washington provided a megaphone for the maritime industry in the highest corridors of power.

Throughout the Calhoun presidency, he used his political savvy coupled with shrewd negotiating to win unprecedented gains for his members and safeguard American maritime jobs at large.

He vigorously fought the export of Alaskan North Slope oil, which threatened to deprive Americans of a huge number of maritime and maritime-related jobs. Studies at the time estimated that lifting the export ban could cause the lay-up of up to 30 Jones Act tankers with 2,000 mariners dependent on the Alaska coastal trade. Once again, he was pivotal in canceling out export proponents and using his finely-honed skills on the Hill to keep the export ban intact.

Former PATCO board Chairman Bill South reminisced how Calhoun's counsel and political clout helped give their union a voice at the bargaining table in the early 1970s. "We sought advice from a man whose voice Nixon feared. The man was Jesse Calhoun... When Calhoun whispered, Nixon cringed. Through captains of U.S. ships, Calhoun controlled the chessboards we called the Atlantic and the Pacific. He sent some of our PATCO leaders to Harvard to learn labor negotiating techniques to the point where we could sit across the table from a negotiator for the FAA or other Administration muckety-muck from any branch and know what the other side was going to propose before the proposer proposed it!"



Jesse with former NY Governor and U.S. Vice President Nelson Rockefeller.

Unfortunately, it seems PATCO should have continued to heed the sage advice of President Calhoun in the early '80s when Reagan butted heads with the air traffic controllers. Jesse counseled PATCO President Robert Poli to pull back from a threatened strike saying the political climate didn't bode well for success. His advice was ignored and 11,500 striking PATCO members were fired off their jobs and banned from the federal government for life.

Though M.E.B.A. employers had to face off with the hard-nosed, ferocious negotiating of Jesse Calhoun on the other side of the bargaining table, the companies understood that once a deal was hammered out they had a rock-solid ally for the duration of the agreement. Jesse was a person who was true to his word and he remained a seaman till his last breath.

"The best way to sum up Jesse Calhoun is from a poem written by Rudyard Kipling. The poem is entitled *If* and it talks about all the things you would have to do to be a man," said former White House Staff Assistant and Joint Maritime Congress employee Michael Balzano. "There was one line that was Jesse's – 'if you could 'walk with kings – nor lose the common touch.' That was Jesse. He walked with kings but he never lost the touch for the seamen who were on the ships. His mind, his heart, his soul was always there."

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The retired Jesse Calhoon with wife Jean and granddaughter Jessica.



Calhoon with PATCO's John Leyden and Robert Poli. Years later, PATCO President Poli decided to ignore Calhoon's advice and led his members in a strike with disastrous consequences.

M.E.B.A.'s *American Marine Engineer* made an apt summation of Jesse's M.E.B.A. tenure when it noted the following: "Originally elected as a "caretaker" of a sputtering "6 cylinder" organization, torn with internal disorders, fueled by external enemies, he rebuilt it into a 12 cylinder, finely tuned symphony of coordinated effort."

Jesse Calhoon retired as District No. 1 President in late 1984 but remained as National M.E.B.A. President until October of 1985. He spent his final years in Naples, Florida.

After his passing, Jesse's family held a ceremony to honor his memory on November 2, 2013 in Naples. M.E.B.A. officials attended the funeral and memorial service.

On November 9, 2013, the M.E.B.A. honored Jesse at a service at the M.E.B.A. Merchant Marine Memorial park on the CMES campus. In attendance were a number of Jesse's family, maritime and labor industry leaders, numerous

M.E.B.A. members, retirees and staff, and many friends and admirers who came to pay their respects.

"Jesse was indeed the patriarch of M.E.B.A. and he set standards for the maritime industry," Helen Bentley noted. "Where they have followed (him), the industry's done better, where they ignored (him), it's been losing."

During the ceremony, Jesse's family was presented with one of two flags that were flown over the U.S. Capitol in his memory. The other flag was taken to M.E.B.A. headquarters and flown the following week atop the building in his honor. It was later framed and put on display. Half of Jesse's ashes were interred in Florida beside his wife, Jean. The other half were brought to the Calhoon M.E.B.A. Engineering School then to M.E.B.A. Headquarters before arrangements were shored up to have them scattered in the North Atlantic Ocean from an M.E.B.A. ship.



He was preceded in death by his first wife Shirley in 1964, and his second wife Jean who crossed over in 2005. Among others, Jesse is survived by four children: Richard (Dorothy), Tamara (Hutch) Hutchinson, Ronald (Susanne), and Curtis (Heather); as well as four grandchildren – Jessica, Alexander, Shane and Logan. He also leaves behind many admirers in the maritime and labor communities along with a grateful M.E.B.A. membership.

The Calhoon family gather at Jesse's resting place.

At the funeral in Naples, FL are (l-r) M.E.B.A. Tampa Rep. Greg Quintana, Ron Calhoon, former M.E.B.A. President Alex Shandrowsky, longtime member & Instructor Frank Walsh, Curtis Calhoon, former M.E.B.A. President Mike Jewell and former M.E.B.A. President Don Keefe.



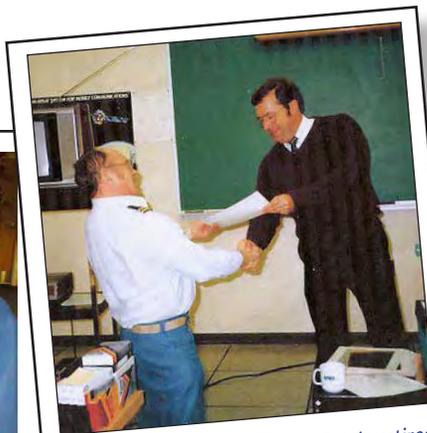
M.E.B.A. Secretary-Treasurer Bill Van Loo emceed a tribute at the CMES in late November and shared his memories of Jesse when Bill was a Calhoon cadet. He also read a letter penned for the ceremony by Sen. Barbara Mikulski. SIU President Mike Sacco lionized Calhoon as a visionary leader. "He was one of the first to recognize the importance of political action in our industry," he noted. "He was also important to the overall labor movement. He dedicated his life to providing opportunities for rank and file to achieve the American dream. In our line of work, that's the greatest compliment of all."



Faces around the Fleet



Calhoon M.E.B.A. Engineering School graduates, marine engineers, CMES instructors and liver transplant survivors Mike Blevins (left) and Rick Simonson (right) at the School in Easton, MD sharing stories of school days, sailing, teaching and post-liver transplant success.



A throwback picture from M.E.B.A. retiree Robert Lion with the late CMES instructor William "Bill" Eney. Brother Eney is presenting Brother Lion with his RADAR Systems certificate.



Retired M.E.B.A. member C/E Dan Bannan with his trophy after winning the Calhoon Alumni Association's Deep Sea Chief's golf tournament held in Myrtle Beach, SC last June.

Shipping Shorts



M.E.B.A. recently concluded talks with M-Ships on reopener language covering a pair of car carriers. Left to right are M-Ships' Jean Harrington and Ed Hanley, M.E.B.A. Rank and File members Dru DiMattia and Clay Garcia, Atlantic Coast V.P. Chris Guerra and M.E.B.A. Contracts Officer Mark Gallagher.

M.E.B.A. Closes on M-Ships Reopener Deal

M.E.B.A. wrapped up successful reopener talks that will net new gains for members serving on two car carriers sailing under the M-Ships banner. Led by Atlantic Coast Vice President Chris Guerra, rank and file members Dru DiMattia and Clay Garcia along with HQ Contracts Rep. Mark Gallagher concluded a series of reopener talks with the Company. Ed Hanley and Jean Harrington represented M-Ships which manages the ALLIANCE NORFOLK and the ALLIANCE ST. LOUIS. The M.E.B.A. team netted increases for wage and wage-related items beginning on Jan. 1, 2014 with an additional boost initiating on Jan. 1, 2015. Contributions to the Training Plan also received a hike as of Jan. 1 and will again increase at the start of next year.

The contribution rate to the Medical Plan will increase by the Medical CPI in both years as well. The master contract runs through 2017. In accordance with the Pension Plan MOU, the next reopener will occur in late 2015.

M.E.B.A. Completes Successful Contract Reopener with NCL

The M.E.B.A. successfully completed re-opener negotiations with Norwegian Cruise Lines-America for the PRIDE OF AMERICA, the only U.S. flagged large passenger vessel. The contract re-opener was approved by membership vote at the November monthly meetings. The 2013 Agreement includes increases to wages and benefits. Salient Points of the 2013 negotiations and the Agreement are available in the union halls.

Pay Your Dues with Online Payment Portal

Make sure you sign up for M.E.B.A.'s new payment portal that allows members, applicants and retirees the ease of online monetary transactions. Members and applicants can pay their dues or service charges by credit card, debit card or through their checking account with the new system. They can also set up a recurring payment schedule to automatically keep them current. Previously members and applicants could only make online payments utilizing checking. The site also allows members to view their transaction history online in a secure manner.

This new arrangement is courtesy of a new partnership with union-based Amalgamated Bank which has provided a more secure and dependable program to better benefit our membership. In addition, the new set-up will allow members, applicants and retirees to make contributions to the M.E.B.A.'s Good & Welfare and Political Action Funds that support so many members. Contributions to the Good & Welfare Fund are tax deductible. This fund has provided essential assistance to members and retirees in their time of need. The PAF keeps M.E.B.A. jobs afloat by affording us a crucial lifeline to policymakers who help determine the fate of the U.S. Merchant Marine.

The registration process is pretty painless. Once your information is in place, you'll find this to be the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs. You can access the electronic payment portal from three different locations on the M.E.B.A.

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M.E.B.A. and Secretary-Treasurer Bill Van Loo (r) have a great relationship with Congressman Dutch Ruppersberger (D-MD) seen here at M.E.B.A. HQ. Please consider making a contribution to the M.E.B.A. P.A.F.

homepage (www.mebaunion.org). Register today and set a course for convenience!

Commit to Support the P.A.F. This Year

Those members who make annual New Year’s resolutions like “stop smoking” or “lose some weight” are urged instead to resolve this year to support M.E.B.A.’s Political Action Fund. The P.A.F. is a key tool that enables our Union to foster friendships and solidify political relationships in Congress, the White House and on the grassroots level. Giving to the P.A.F. is voluntary, but we all benefit from a strong political advocacy program.

There are annual battles in Washington, D.C. over federal programs and statutes that support the U.S. Merchant Marine like the Maritime Security Program, the Jones Act and cargo preference laws. Collectively, these laws and programs prop up the foundation of M.E.B.A. jobs in the U.S. Merchant Marine and the security of those jobs in the future. It is imperative that the maritime industry receives support and protection from lawmakers. Legislators must be educated to ensure that they understand these vital laws and programs and that they remain committed to keeping them in place. Less than 20% of the membership currently contributes to the P.A.F. If the U.S. Merchant Marine is to continue to remain healthy, we need greater participation from the membership in this important Fund.

Call or visit an M.E.B.A. Union hall or office to contribute to this worthy cause. You can also enroll in the new member payment portal (accessed from www.mebaunion.org) and make a contribution electronically. To help guarantee the future of your Union, please contribute to the M.E.B.A.’s Political Action Fund!

Antiquated BBS Kicked to the Curb

The old M.E.B.A. BBS has been supplanted by the new “M.E.B.A. Forum” – a more functional electronic bulletin board. The old board has been relegated to obscurity and placed in the circular file. Those who have not yet signed up for the new board are encouraged to do so. At this time, *the BBS is only for Members & Retirees – not Applicants.*

You can complete the easy registration for the new board by visiting the M.E.B.A. homepage at www.mebaunion.org. On the “Members” tab look for “BBS Sign Up” to enter your information and choose a password. You must register with your real name. Once you sign up, you still must be validated before you can fully take advantage of the site. Validation will likely occur within a day – and often much more quickly. Once validated, you can log into the site from the “New M.E.B.A. Forum” link. Get started right now!

Need Photos & News from the Fleet

The *Marine Officer* needs your photos of life aboard ship and especially of our members hard at work. Digital photographs should be taken at the highest resolution setting. In all cases, make sure you I.D. the vessel and people in the photos.

News from the field is also being sought. The *Telex Times* and *Marine Officer* want to hear from you. E-mail Marco Cannistraro at marco@mebaunion.org or send items to 444 North Capitol Street, N.W., Suite 800, Washington D.C. 20001-1570. We’re particularly interested in photos of members hard at work.



Member Matt Wilson and his wife seen here attending a recent maritime industry event.

Full Funding for MSP

After some tense moments and months of uncertainty, the Maritime Security Program won full funding for the rest of Fiscal Year 2014 after lawmakers agreed on a budget deal to fund the Government. The omnibus bill provides \$186 million in MSP funding after threatened budget cuts and looming sequestration. The bill also provides \$38 million for the Title XI Federal Ship Financing Program meant to help foster growth in the U.S. Merchant Marine and domestic shipbuilding.

continued on page 22



At M.E.B.A. HQ before a maritime industry event are (l-r) MM&P Offshore Atlantic V.P. Don Josberger, AMC President Lee Kincaid, Rep. Mike McIntyre (D-NC), Capt. Richard Phillips, MM&P Secretary-Treasurer Steve Werse and M.E.B.A. Secretary-Treasurer Bill Van Loo. Mike Perry, hero Chief Engineer from the MAERSK ALABAMA, is not pictured. The recent film starring Tom Hanks was nominated for six Oscars.

Aker to Construct Two New Matson Ships

Aker Philadelphia Shipyard will construct two 3,600 TEU containerships for Matson Navigation Company. Firm contracts are in place for the two vessels with a total value of \$418 million. The vessels will be delivered in Q3 and Q4 of 2018 and will not require additional financing by APSI. The 850-foot long vessels will be the largest Jones Act containerships ever constructed, Matson will utilize the vessels in its U.S. West Coast to Hawaii service. The ships are capable of carrying a variety of container sizes and are able to operate at speeds in excess of 23 knots. They will be built with dual fuel engines and will be ready for conversion to LNG propulsion.

Horizon Wage Differential Dispute Resolved

An arbitrator recently entered an award settling a longstanding wage dispute with Horizon Lines. The award stemmed from arbitration proceedings convened at M.E.B.A. Headquarters on October 16, 2013. The dispute centered on a contract provision in M.E.B.A.'s 2011 MOU with Horizon. The awarded settlement terms will provide wage increases over the next

three years, beginning on June 16, 2014. Additionally the settlement provides for the full restoration of the Money Purchase Benefit by June 16, 2015, a full year earlier than previously negotiated.

MarAd Announces Money for Horizon LNG Project

The Maritime Administration (MarAd) will provide Horizon Lines with \$900,000 to assist in conversion and monitoring of the M.E.B.A.-crewed vessel HORIZON SPIRIT to operate on LNG. The SPIRIT operates between Long Beach, CA, and Honolulu, HI. The conversion is anticipated to be completed by late-2015.

WSF Moves Forward with LNG Conversion

The Washington State Ferry (WSF) system is another step closer to significantly reducing fuel costs and transportation emissions by switching a class of vessels from diesel fuel to liquefied natural gas. WSF has a plan to safely convert six Issaquah Class vessels to run on LNG. The average Issaquah Class vessel carries up to 124 cars and 1,200 passengers, serving on some of the state's busiest ferry routes. Converting the fuel systems

from ultra-low sulfur diesel to LNG would significantly reduce emissions according to the State's Transportation Department.

For the proposed LNG conversions, WSF would install main propulsion engines to use natural gas and retrofit LNG fuel tanks on the top decks of the six vessels. The proposal calls for a phased approach for conversions to avoid schedule changes or delays. Once vessels are converted and back in service, they would begin a routine overnight, out-of-service refueling process similar to current diesel refueling.

Maritime Labor Alliance Ratified Constitution

The Maritime Labor Alliance (MLA), comprised of the M.E.B.A., MM&P, ILWU, ILA, IBU and the ARA passed a constitution for the organization. While just getting started, the MLA has been supportive of its member unions. "This alliance has already proven to be effective in helping us to promote and strengthen our individual organizations and the industry as a whole," an M.E.B.A. spokesperson noted.

continued



The M.E.B.A. Board of Trustees gathered on D.C.'s Flying Bridge atop M.E.B.A. HQ this summer following a meeting on retention and recruitment.

As a result of the new alliance, M.E.B.A. disaffiliated with the AFL-CIO's Maritime Trades Department (MTD). All six MLA member unions have witnessed jurisdictional attacks by other unions in recent years – even attacks by some that are affiliates of the MTD. “It’s time for those maritime unions that respect each other’s jurisdiction and fight for the good of its members to join together to become the new and true voice of maritime unions in America,” said ILA President Harold Daggett. “The Maritime Labor Alliance will become that force and that voice.”

M.E.B.A. Recruiting Video Highlights Critical Importance of the U.S. Merchant Marine

M.E.B.A. released a recruiting informational video that stresses the importance of the U.S. maritime industry, reveals the quality of M.E.B.A. marine officers, and highlights the advantages and benefits of membership in this united and fraternal professional organization.

The video “M.E.B.A. - Pride of the U.S. Merchant Marine” is available on YouTube and from a YouTube page link at the bottom of the M.E.B.A. website (www.mebaunion.org).

Important M.E.B.A. Docs Available Online

Members are reminded that a slew of important and handy documents are a click away on the M.E.B.A. website. Not only can you find the M.E.B.A. governing documents (By-Laws, Constitution, Shipping Rules) but you’ll discover a bevy of .pdf application packets for the various bargaining units, shipping card applications and a number of other forms and information that will save you a trip to the hall. To get there, navigate to the “Docs and Notices” link on the left side of the main page (www.mebaunion.org) or go direct to <http://mebaunion.org/MEBA/docs-notices/>.



The M.E.B.A. Oakland hall ran a two-day VSO course in November to help our members obtain necessary security endorsements. Twenty-six members attended. December and February classes were also held.

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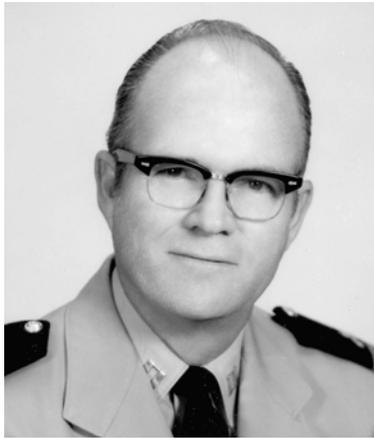
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Richard J. Bell
Ronald W. Boltz
John E. Booth
Peter J. Bourgeois
Joseph V. Breglia
James I. Butler, III
Chester S. Carpenter
John F. Connell, Jr.
Calvin E. Coursey
Russell C. Couture
John A. Cramer, III
Mark D'Arcy
Stephen M. Dasovich
Ronald Driggers
Gerard J. Dundon
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Maureen R. Glennon
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Winston V. Heisler
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Darol R. Johnson
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Nicholas Pellecchia
Rayford L. Pointer, Jr.
Robert A. Polite
Frederick K. Price
Edwin Puig
John P. Quincannon
Luis G. Quinones
Daniel J. Reddan
Dennis P. Riddell

John H. Riddle, Jr.
Dennis L. Ruff
Phillip M. Sanderson
Richard W. Seal
Joseph E. Schmitt, Jr.
Michael C. Schneid
Brian L. Seaward
John F. Shepard
Gabe J. Smith
William I. Stemwell, III
Gregory V. Strauss
Robert G. Williamson
Stuart D. Wilson
David W. Wittendorfer
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Patrick M. Wright
Frank A. Wyrick



Member's Legacy Lives on Thanks to Daughter's Donation

Howard Thor served the maritime industry as a successful engineer, valued teacher, and active and passionate union member.

When Lauren Thor decided to preserve her father's legacy, she knew M.E.B.A. was a great place to start. With the help of West Coast officials Lauren was able to ensure that the hard work and union solidarity that her father exhibited over his long career was well documented for future generations to come.

Lauren, the daughter of Howard Thor, came to M.E.B.A. with old time pictures of waterfront strikes, numerous copies of past M.E.B.A. documents and newspapers, and other papers regarding his time with the Union. She wanted to ensure that the custodianship of his memory was in good hands and that his passion for the industry would be remembered.

Howard Thor's love for all things maritime was great as Lauren recalls: "My father loved the sea, or more accurately, he loved being on a ship at sea. Ships were his life. More than one Father's Day was spent taking a ferry ride on San Francisco Bay. Dad could be found snapping pictures of every ship he could focus his lens on. He made a habit of taking his camera everywhere he went. On every roll of film, there would always be at least a few pictures of ships. He had a lifelong fascination with them."

After retirement, he joined the Steamship Historical Society of America and was an enthusiastic participant in many of their events. He followed the restoration of the Liberty ships with great interest, particularly the S.S. JEREMIAH O'BRIEN. Whenever he had a reason to be traveling to Oakland, he would take a side trip down to Jack London Square to visit one of his former students from the California Maritime Academy who worked on *The Potomac*, President Roosevelt's yacht. Occasionally, he was treated to an excursion on the historic vessel. "When Dad stopped driving, I would take him on outings," Lauren noted. "Our travels would frequently take us to Richmond, to the Rosie the Riveter National Park, where the Red Oak Victory is docked.

Lauren and her father Howard Thor. Lauren donated valuable papers and photos from Howard's personal collection to the M.E.B.A. archives in order to preserve his legacy of unionism and solidarity.



He loved to chat with the old-timers and check on the progress of the restoration."

Lauren does not know why the sea or the life of a marine engineer appealed to her father. His love of sailing may have been awakened during his first ocean voyage at the age of seven across the Atlantic. Or it could have been inspired by an influence closer to home, such as her grandfather, Howard's father.

Howard's dad sailed as a Master Mariner working on steam schooners on the West Coast. He then continued his career as a Longshoreman on the San Francisco waterfront. He was a politically active member of the ILA and very passionate about his job. During the West Coast Strike of 1934, Howard's father died of an apparent heart attack two days before Bloody Thursday. "This was a devastating event for my father who was eleven years old at the time," Lauren recalled. Howard's entire family faced unstable financial circumstances. "The country was still in the midst of the Depression. Friends did not have the resources to be of much assistance. It was quite some time before his mother was able to find a stable job as a cook in the local grammar school," said Lauren. "That period of financial insecurity made a lasting impression on my father. Many times in my life, I heard him say that he would never live 'hand-to-mouth' again. So, changing his major to Economics may have been part of a survival strategy."

In 1942, Howard received a draft notice. He had expected he would be drafted and suspended his studies at the University of California at Berkeley. At the time, he worked as a steel checker and marine oiler in Yard 3 at the Kaiser shipyards in Richmond. He made the choice to join the U.S. Merchant Marine and entered basic training in San Mateo. During the war, he bravely transported troops and fuel in the Pacific.

continued



A few of the photos donated by Lauren to the M.E.B.A. archives from Howard's personal files. The pictures depict the 1946 maritime strike on the San Francisco waterfront.

After the war ended, pursuing a career as a marine engineer appealed to Howard and he continued shipping out to sea.

While he continued his sailing career, upgrading his engineering license to Chief Engineer, he also resumed his studies at Berkeley. He changed his major from engineering to economics, a decision that Lauren believes may have been influenced by the trials of his childhood.

Howard eventually completed his Degree, but his thirst for knowledge did not stop there. He continued school, earning his M.A. and Ph.D. His post-graduate studies focused on maritime labor unions and his dissertation focused on the trade unions of licensed officers.

In 1960, he applied for a teaching position at the California Maritime Academy in Vallejo and was eventually hired. "It is clear why that position was so attractive to him. He obviously valued education. This position allowed him to teach, with the added benefit that the subjects were in preparation for work in the maritime industry," Lauren recalled. "The teaching schedule also made it possible for him to continue to work as an engineer on weekends and holidays. He taught for 20 years and retired in 1983. Almost thirty years later, I was to learn that Dad had been an admired teacher and mentor to many of his students."

After Howard's passing in 2011, the task of organizing his things and clearing out his home of 50 years fell to Lauren. Within his belongings, she found a collection of vintage postcards (mostly of ships); a videotape of an interview Howard did for the Rosie the Riveter Oral History

Project, which was an account of the time he worked in the shipyards; and a maritime labor archive, much of which was M.E.B.A. related. "Knowing the role unions had played in my dad's life, I felt my filial duty was to find the right home for these documents. My first instinct was to alert someone in the M.E.B.A.," said Lauren. "I started by contacting Marine Engineer Claudia Cimini. She, in turn, put me in contact with Duncan Ballenger, M.E.B.A. archivist. He was instrumental in the sorting and retrieval of the archival materials. This has been a very rewarding journey for me and I am very glad to have made this donation. I know my father would have been very pleased with this outcome."

West Coast M.E.B.A. officials and Duncan worked with Lauren to organize the donated items and ensure that they were properly archived. Now his lifetime of working for labor rights and promoting the maritime industry can remain a beacon of guidance for M.E.B.A. generations to come.

"Hard work was certainly one of his core values, but the overriding principle that defined him was the belief that everyone had the right to be treated fairly, especially on the job. He felt that his father's death while on the picket line was due to stress caused by the strike. He knew fairness was not automatic. Rights were hard won and too easily eroded," said Lauren. "Therefore, a person had to stay informed, involved and vigilant. Rights had to be protected. He believed that unions were the most effective way to protect workers' rights and an avenue available to the worker to make positive change."



On Watch in Washington

Captain Lee A. Kincaid
President, AMC



AMC Update

As 2014 begins, the U.S. Maritime Industry continues to deal with many of the same issues that were so very critical in 2013.

The Food for Peace Program (PL-480) remains an issue under attack. During 2013, the U.S. Maritime Industry managed to fend off several direct attacks including: a pre-budget plan from the White House to completely eliminate the current program of U.S. grown commodities, a budget plan to convert 45% of the program to cash and vouchers, House legislation to convert 45% of the program to cash and vouchers, and a House Farm Bill amendment to convert 45% of the program to cash and vouchers.

The House and Senate each passed their own versions of a Farm Bill in 2013 with the House version maintaining the Food for Peace program and the Senate version allowing for approximately a 30% diversion of funds from U.S. grown and transported commodities. In January 2014, a final conference report was agreed upon and a five year Farm Bill was passed which does allow for some diversion of Food for Peace funds to cash programs.

In December, a two year budget deal was passed offering sequester relief which is offset by other cuts in the budget. One such cut is the elimination of the requirement that MarAd reimburse other federal agencies for the extra costs associated with shipping food aid on U.S. ships. The MarAd transportation cost reimbursement has been a two part process for a number of years. When the Transportation Bill (MAP-21) passed in 2012 and reduced U.S. food aid cargo preference from 75% to 50%, the first part of the reimbursement or Ocean Freight Differential (OFD) was eliminated. Under OFD, MarAd was required to reimburse U.S. government agencies (mainly USAID) for the cost difference between transporting via U.S. flag and foreign flag. The Congressional Budget Office (CBO) initially scored the savings at over \$100 million but in reality, the savings were only about \$15 million. CBO later discovered their mistake thinking the two-part reimbursement applied to the 50% to 75% portion of the cargo preference when in reality, only the OFD portion applied.

The December 2013 budget act repeals the second part of the MarAd reimbursement program which applies to the 0% to 50% of U.S. food aid cargo preference. Under this part, when the overall ocean transportation costs of food aid is greater than 20% of the overall cost of the commodities being transported by U.S. vessels, MarAd is required to reimburse the agencies (mainly USAID) the amount in excess of the 20% difference. The CBO scores this repeal at a savings of \$731 million over ten years.

The end result of the repeal of both parts of the required MarAd reimbursement is to decrease the amount of overall funds available to USAID to purchase U.S.-grown commodities for the Food for Peace program.

Attacks on the U.S. Food for Peace program are expected to continue in 2014 with the Gates Foundation projected to supply \$3 million towards a \$4 million planned project by "Bread for the World." This proposed initiative will target nationwide church congregations to encourage them to pressure Congress into converting the current food aid program into one of cash and vouchers.

Full funding of the Maritime Security Program (MSP) at \$186 million per year will continue to be an issue of utmost importance to our U.S.-flag industry. The omnibus budget act just passed in January provides full MSP funding for FY 2014 and provides relief from sequestration. However, work must now begin on securing the necessary funding and Congressional support for MSP for fiscal year 2015.

Likewise, attacks on the Jones Act continue on a daily basis and emanate mainly from Hawaii, Puerto Rico, the European Union and the oil and gas industry. U.S. crew costs and U.S. shipbuilding are constantly under assault and are blamed for everything from higher domestic gasoline prices to higher prices for food and necessities on the U.S. islands.

AMC continues to defend the provisions that maintain our U.S. international and domestic Merchant Marine. Many individuals and organizations have helped to shoulder the burden in 2013. AMC wishes to thank the various U.S. maritime labor unions, the numerous U.S. maritime trade associations, the U.S. flag carriers, the U.S. port associations, the Navy League, the Association of the U.S. Navy (AUSN), the U.S. Transportation Command (USTRANSCOM), the National Defense Transportation Association (NDTA), the International Propeller Club and local Propeller Clubs, the State of Michigan Maritime Academy (Great Lakes Maritime), Maritime TV, Maritime Executive Magazine, the American Merchant Marine Veterans Association, numerous state and federal agencies, as well as a host of dedicated individuals for their support and efforts over the year.

Our many loyal supporters and friends in Congress have been instrumental in fending off the constant barrage of attacks this past year. AMC will continue our efforts to educate Congress and federal agencies, develop critical and lasting relationships in and outside of our industry and coordinate the defense and promotion of our U.S. flag Merchant Marine.





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A Daughter's Promise Fulfilled – A Story of Political Action



Cheryl DaVeiga has come to understand the power of Political Action and its role in promoting the Merchant Marine. The P.A.F. has helped M.E.B.A. solidify an excellent working relationship with maritime friendly lawmakers like New Jersey Republican Congressman Frank LoBiondo (center). M.E.B.A. President Marshall Ainley (l) and Secretary-Treasurer Bill Van Loo strongly urge you to get involved with M.E.B.A.'s P.A.F.

A father's heartfelt request made all the difference between inaction and political activism for Cheryl DaVeiga.

Before he passed, Cheryl promised her father she would petition her Members of Congress to protect and promote the U.S. Merchant Marine (USMM). She had every intention of keeping her word, but as time went on, life got in the way and her promise went unfulfilled – that is, until a twist of fate nudged her back on track.

Cheryl is the proud daughter of the late George Hoppes, a devoted M.E.B.A. member. He had a successful career at sea and later worked for the benefit of the maritime industry within the American Bureau of Shipping. George fully supported M.E.B.A.'s political action efforts. He was a strong advocate for pro-maritime legislation, especially bills that promoted veterans' status for U.S. merchant mariners.

In 2006, George crossed the final bar but not before Cheryl assured him she would carry on his political fight. George was truly an advocate for the industry and wanted to make sure his daughter continued his work by lobbying her elected officials on legislation that promoted the maritime industry and ensured the survival of the U.S. Merchant Marine.

"Do it for Floyd, he's still alive, do it for him he'd say," said Cheryl. Floyd Hoppes, also an M.E.B.A. member is Cheryl's uncle and George's brother.

Years passed and the frenetic pace of life swept Cheryl along. Her promise, while not completely forgotten, was pushed aside. Then, this past summer Cheryl received a message loud and clear that the U.S. maritime industry needed her help and Congress needed to hear her voice.

In her spare time, Cheryl writes music. One day she found herself composing a song. She was working on a lyric that reminded her of her father and all of a sudden, she felt his presence. "I know it sounds freaky but it was like he was in the room with me," Cheryl recalls. "I started talking with him and told him I know I promised to write my representatives but that I hadn't. I told him I'd contact the M.E.B.A. and follow through on my promise."

Later that day, as she walked out to the mailbox she found a surprise. Her Uncle Floyd's copy of the *Marine Officer* was in the mail, but it had her father's address stamped on it (which was Floyd's forwarding address). As she opened up the issue, she immediately saw a call to action for members to contact Congress.

That sealed the deal, and shortly afterwards Cheryl got in touch with Matt Dwyer, M.E.B.A.'s Political Director, asking him to help her reach out to her Members of Congress. She wrote her Congressman Leonard Lance (R-NJ) and her Senator Robert Menendez (D-NJ) about the importance of keeping the U.S. Merchant Marine involved in the Food for Peace program. "It was nice that Matt gave me enough information on the issue. I could then personalize my letter," said Cheryl.

While Cheryl only received form letters back in response, her act of political activism is what can make all the difference on the Hill. For example, Rep. Lance voted for the Royce-Engel amendment, which would have implemented President Obama's proposed changes to the PL-480 Food for Peace Program. While Cheryl reached out to Congressman Lance after the vote on the amendment was held, her voice as a

Continued on page 32





Finished with Engines

“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.”

ERNEST DAVID ARTURI

The keys went silent for Dave Arturi on July 10, 2013 at the age of 86. He was a resident of Ocala, FL. Brother Arturi was a Navy veteran of WWII and an REO for the Radio Officers’ Union for 43 years. He last sailed as a radio officer for Farrell Lines aboard the SS ARGONAUT in January of 1990. Dave retired on May 1, 1990. He wrote three books in his retirement years – two were about the Merchant Marine. He really missed his sailing days, where he had a successful career aboard many different vessels. He was a well-regarded hard worker who was requested by several companies when not working as a permanent. He also served as a port representative and as an officer in the ROU. He is survived by his wife, Virginia; stepdaughter, Julia Johnson; sister, Jennie Fairbanks; and many nephews and nieces. Dave was very special and will be loved and missed forever.

ALFRED EARL COTTON

Alfred Cotton steamed into the sunset on July 24, 2013 at the age of 86. He was a resident of Cullman,

AL. Brother Cotton had a successful career at sea, last sailing in August of 1970. He retired from the M.E.B.A. on November 1, 1970. He is survived by his beloved wife, Glenda.

MATTHEW J. FLAHERTY

Matthew Flaherty shipped off to his final destination on Saturday, June 29, 2013, at the age of 56. He was a resident of Hyannis, MA. In 1978, Brother Flaherty graduated from the Massachusetts Maritime Academy. He began shipping out then later served active duty in the Naval Reserves in Italy. More recently he worked as a Chief Engineer with the Steamship Authority. Matthew enjoyed reading, especially history and non-fiction military books. He was very creative and artistic and made illustrations for T-shirt printing. Matthew loved boating and spending time on the water. More than anything, he cherished the time that he shared with his family and friends. In addition to his father, he was predeceased by his two brothers, John and Michael. Matthew leaves behind his two loving children, Sarah Flaherty of Yarmouth

and Matthew Flaherty of Boston; his mother, Virginia Flaherty of Hyannis; and his brother, Peter Flaherty of Hyannis. For online condolences please visit www.doanebealames.com. Donations in his memory may be made to the Salvation Army, 100 North St., Hyannis, MA 02601.

CHRISTOPHER HUGHES



Christopher Hughes set sail for uncharted waters on June 9, 2013 at the age of 65. He was a resident of Jensen Beach, FL. Brother Hughes

received his license in 1967 and sailed until his retirement in 2001. During his 33 years of maritime service, Christopher was responsible for the physical operations of oceangoing vessels in support operations through the world including MSC re-supply missions to McMurdo Station in Antarctica, to Thule Air Force Base in Greenland, and on Marine Corps, NASA and United Nations relief missions. In 1975, he participated in a historic humanitarian effort by the U.S. Inter-Agency Task Force for Indo-China refugees. His ship, the S.S. PIONEER CONTRACTOR was one of five that dramatically rescued and evacuated thousands of fear-stricken Vietnamese refugees trying to escape on-rushing Vietcong

and North Vietnamese armies. In recognition of his efforts, Chris was the recipient of appreciation from then-Secretary of Defense Donald Rumsfeld, and the Vietnam Service Bar from the Maritime Administration. From 1994 to 2001 Christopher sailed with Captain Peter Stalkus aboard the MV GREEN WAVE. Capt. Stalkus noted that Chris “sailed as 1st A/E and upon my recommendations, Chief Engineer. He carried out his responsibilities in an exemplary manner - he was conscientious, motivated and eager. He was proficient in all duties and played a significant role in the success of the vessel’s venture, operationally and economically... He was a good shipmate, always willing to help others and garnered the admiration and respect of all those who worked with him.” Christopher is survived by his Mother Silvia C. Hughes of Stuart and brothers Paul of Norwalk, CT., John of Raleigh, NC and Brian of Dunbury, CT.

JOHN M. INGLES

John Ingles steamed into the hereafter on February 16, 2013, at the age of 80. He was a resident of Chalmette, LA. Brother Ingles had a prosperous sailing career. He last shipped out aboard the JEAN LYKES with Lykes Bros. in 1991 before retiring from the M.E.B.A. on June 1, 1992. He is survived by his beloved wife Roselyn; sons John, Benjamin, and Peter; and daughter, Jeannette.

JEFFREY F. JENKINS

Jeff Jenkins, longtime member and former M.E.B.A. Representative in the Portland hall sailed into the sunset on April 14, 2013 at the age of 60. Jeff first turned wrenches as a member beginning in 1977 and had a long and productive career sailing with the Union until he retired from the sea in 2008. As his retirement became effective, he took over our

Portland Union hall as Representative in January 2008. Jeff proved able and effective in the job and kept the hall humming until the office closed down for cost-cutting reasons in April 2009. Once he retired from the “daily grind,” it freed him up to pursue some of his passions such as traveling with his Airstream trailer all over the great Northwest and beyond – and being part of the rabid Airstreamer community. He leaves behind three children: Jeffrey Jr., Katherine and Laura Jenkins as well as ex-wife Mary.

JOHN L. JOHNSON

John Johnson stood his final watch on January 19, 2013, at the age of 89. He was a resident of New York, NY. Brother Johnson had a long and prosperous sailing career and last shipped out in September 1986 aboard the S.S. SAN JUAN with Puerto Rico Marine.

DAVID MICHAEL LECOLST



David LeColst reached his final shore on May 31, 2012, at the age of 34. He was born in Lynn, MA. Brother LeColst

finished Lynn English High School in 1995 and graduated from Massachusetts Maritime Academy in 1999 with a B.S. in Marine Engineering. He married the love of his life and dearest friend Erin Beth (Hourihan) on October 22, 2002. David was a proud member of the Lynn Public Schools Band where he played alto, baritone and bass saxophone. He thoroughly enjoyed two sessions of Summer Youth Music School at the University of New Hampshire while in high school, and won first chair in the All State Competition for saxophone. David enjoyed participating in the

TV Club at Lynn English and at one point gave serious consideration to becoming a sound engineer. However, his love of the sea won out, so he went to Mass Maritime. While working in commercial shipping, he traveled to more countries than can be listed here, but two of his favorite destinations were Alaska and Rome. Additionally, he made two trips to the Middle East during the buildup of the Iraq war in 2003 and 2004. He loved the work and the sea; he just hated being away from his family. David was a gifted engineer who lived and breathed engineering; he was a happy man when he was learning something or working on a project. He also enjoyed doing fine wood-working, music, computers, wind-surfing in his earlier years and boats. The joke when he was young was that one day his perfect boat would be a piece of plywood with a big, big engine on the back. His life was forever changed when he became ill with lymphoma, a blood cancer, in late 2004. David immediately became a patient at Dana Farber Cancer Institute in Boston. His beloved wife Erin helped David fight a long and courageous battle; she was there as his advocate and assisted him every step of the way. By the end of 2006, it appeared his cancer had finally been beaten into remission after more than two years of chemotherapy and radiation. Sadly, they learned his cancer had returned just a few short weeks after their beloved daughter, Emma Cullen, was born. In January 2008, he had a successful stem cell transplant (formerly known as a bone marrow transplant). He eventually was able to return to work as an Acting Port Engineer in Charleston, SC. He came to love Charleston and was happy to be able to use his engineering skills and experience working with ships, though he no longer could “go to sea.” Through an unfortunate series of events, he became gravely ill again in December 2011 and returned home to Lynn to recuperate. He fought



long and hard to become healthy again, but alas, it was not to be.

His greatest joy has always been his daughter Emma. One of his fondest memories of the times after his transplant was of being in his recliner napping with young baby Emma curled up on his chest. Many wonderful days last summer he would sit in the backyard for hours enjoying the birds, the flowers, and most of all, playing with and watching Emma. She had been the light of his life and his inspiration to keep fighting toward good health. In addition to his daughter Emma, and his wife Erin, David is survived by his parents Jan and Mike LeColst of Lynn, his Aunt Kathie of Manchester, NH, his Aunt Lana Douglas of Londonderry, NH, his Uncle Paul Rogers of Green Cove Springs, FL, his Aunt Deedee Dudrey of Mesa, AZ, his Uncle Michael Burke of Bradenton, FL and many cousins and second cousins. He is also survived by his dearly loved dog Elsi, and cherished friends Josh Polonsky of Lynn, Forster Peabody of CT, Kristina Nielson, Chris Belyea and Paul Diephaus, of Charleston, SC. David was a brilliant

and charismatic person who had many close friendships and was loved by all who knew him. To say that he will be missed is a vast understatement.

David and his entire family are extremely grateful to the wonderful doctors and nurses of Dana Farber Cancer Institute and Brigham and Womens' Hospital for the excellent and compassionate care he received. In lieu of flowers donations can be made to the Dana-Farber Cancer Institute, 450 Brookline Ave, Boston, MA 02215.

CLYDE JAY MAPLES



Clyde Maples sailed off toward his final port call on June 22, 2013 at PineCrest Retirement Community, at the age of 92.

Brother Maples joined the Merchant Marine at the age of 17 and was called to active war duty. He served for over 30 years and attained the rank of Chief Engineer. After the war, Clyde sailed the world with various steamship companies,

mostly with T.J. Stevenson out of New York. He retired from Temple Inland at the age of 62. Due to his wife's failing health, they moved from Bronson to Lufkin in 1993 and he faithfully cared for her during her illness. Clyde was delighted in becoming a grandfather at the age of 81 to his only grandchild, Andrew Arnold. He was a member of the Bronson United Methodist Church.

Clyde is predeceased by his beloved wife, Ida Westbrook Maples. Survivors include his daughter and son-in-law Susan and David Arnold of Lufkin; son and daughter-in-law Bruce and Carol Maples of Hudson; grandson Andrew Arnold of Lufkin; brother Larry Maples of Amarillo; sister Pauline Warren of Dallas; and a number of nieces, nephews and other relatives.

The family would like to especially express their appreciation to the PineCrest Retirement Community for the care and love shown to Clyde over the past year and a half, and would also like to thank Hospice in the Pines for their excellent care. Memories and condolences may be added at www.carrowayfuneralhome.com.

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constituent could be extremely valuable in the future. There is still a strong faction that wishes to reduce the role of the U.S. Merchant Marine in the program and switch aid from in-kind assistance to cash vouchers. It is vital that Members of Congress hear the opinions of constituents on this matter, and how important the Food for Peace program is to maintaining the Merchant Marine and our national security.

Since her simple act of letter writing, Cheryl has remained interested in the issues that affect the maritime industry. She has expressed desire to continue contacting her elected officials to elicit them to support pro-maritime and maritime legislation. She understands that on the larger scale, the health

of the U.S. Merchant Marine affects the health and well-being of our Nation's security and economy, and American jobs.

"The best interest of jobs in this country is what's on my mind right now," Cheryl ascertained.

As for her song, Cheryl won an American Society of Composers, Authors and Publishers award for it. Some might say that's a sign that Brother Hoppes is watching over his little girl and helping to show how proud he is of her for keeping her promise. Others might say it's just pure talent. Maybe it's a combination of both, but whatever it is – the M.E.B.A. is glad to have had members such as George Hoppes and friends like Cheryl DaVeiga helping us forge ahead on the Hill.

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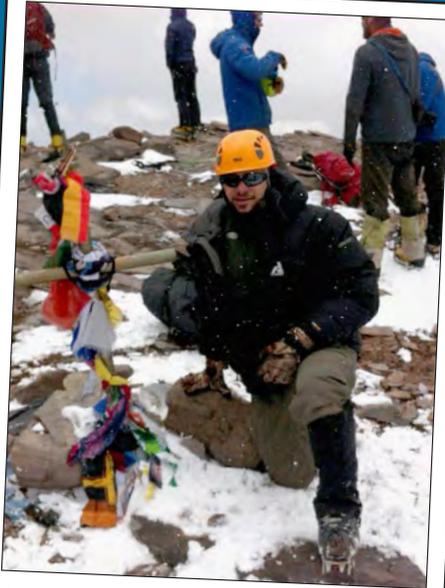
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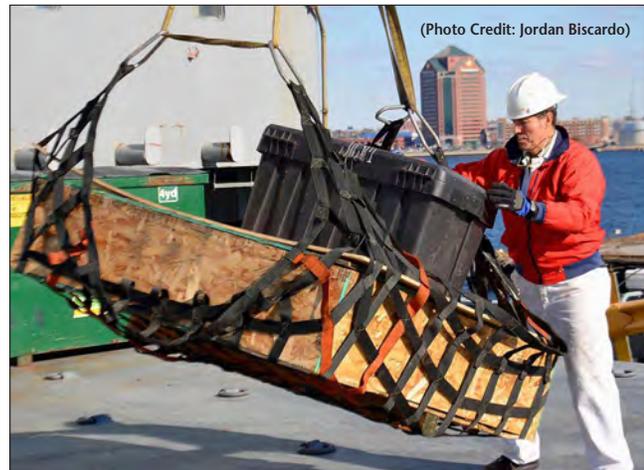
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Member Stefan Stein, who ships out of the Tampa hall, recently climbed to the top of Aconcagua in Argentina. Located in the Andes mountain range, Aconcagua is the tallest mountain in the Western Hemisphere with an altitude of 22,841 feet. Temperatures were -8 degrees Fahrenheit during the warmest part of the day. Stefan is a 2011 Kings Point graduate.



The M.E.B.A.-crewed MV CARAT sails on through all types of weather conditions. The vessel is managed by Marine Transport Lines.



(Photo Credit: Jordan Biscardo)

M.E.B.A. member Mark Bolster hard at work aboard the Keystone Shipping Co.-managed ANTARES in Baltimore, MD.



Member Pat Duffy (r) was the winner of the Deep Sea Chief's golf tournament held last October in Ocean City, MD. Mike Fanning, who organized the tournament, is seen here after he handed over the hardware.



The M.E.B.A.-crewed PRIDE OF AMERICA sits at dock. The Norwegian Cruise Lines-America vessel is the only U.S.-flagged and -crewed large passenger ship in the world.