

M.E.B.A.

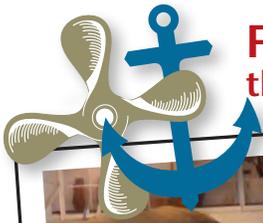
MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
2nd Quarter 2015



Capitol Hill Looms over Fate of U.S.-Flag Shipping





Faces around the Fleet



The engine crew aboard the APL SINGAPORE. Left to right are 3rd A/E Randy Firestine, 1st A/E Nathan Williams, 2nd A/E Jim Fowler and C/E Mark Collins.



Members gathered at the Oakland Union hall following a meeting and barbecue. For the year 2014, the Duncan Ballenger Award was given to...Duncan Ballenger. The annual award is handed out to Members/Retirees who demonstrate exceptional commitment to the Union. Patrolman Christian Yuhas noted that Duncan "has done an incredible job helping the M.E.B.A. as a Retiree and deserves the recognition."



Aboard the OSG-managed OVERSEAS SANTORINI are 3rd A/E Orlando Pabon, Deck/Engine Utility (DEU) Ismael Manley and 2nd A/E Emery Barg. This was taken in Corpus Christi as they were getting started in the engine room after lunch.

On the Cover:

The survival of the U.S.-flag maritime industry depends mightily on the forces on Capitol Hill. Without strong cargo preference laws and programs and statutes such as the Maritime Security Program (MSP) and the Jones Act, there would be no internationally-trading U.S.-flag fleet and our coastal shipping could be dominated by flag of convenience vessels with foreign mariners aboard. Without strong cargo preference laws and programs and statutes such as the Maritime Security Program (MSP) and the Jones Act, there would be no internationally-trading U.S.-flag fleet and our coastal shipping could be dominated by flag of convenience vessels with foreign mariners aboard. You can help by spreading the word to your lawmakers about the importance of U.S.-flag shipping. You should also contribute to the M.E.B.A. Political Action Fund to help your Union have a stronger voice in Washington D.C. In the cover photo, the Waterman-managed M/V OCEAN GIANT (an MSP vessel) is seen at McMurdo Station, Antarctica ice pier getting ready to deliver key supplies to personnel at the remote scientific outpost. Our members are aboard the vessel which was chartered by the Military Sealift Command for the resupply mission as part of Operation Deep Freeze.

Marine Officer

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Tel: (202) 638-5355
Fax: (202) 638-5369
Marco Cannistraro
Special Projects
(202) 257-2825
marco@mebaunion.org

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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.



Message from the President

Change – Union Membership, Plans, Administration, Industry and Contracts

There is a lot that has changed with the M.E.B.A. during the last several years. This is true with respect to a number of issues foremost of which is the older demographic within our membership retiring in greater numbers from 2011-2014. This was not necessarily a bad thing as it has provided shipping opportunities for younger members and allowed many new applicants into the Union, but at the same time we have seen a fair amount of experienced members end their careers.

Due to the changing demographics of our membership the Union started the Licensed Cadet Intern Program at CMES in 2012 and has increased our recruiting efforts significantly. It will take time for our new members to gain experience, receive necessary training and upgrade their licenses. I've told many, both within the Union as well as our employers, this will not happen overnight. Members and employers alike need to assist where possible to continue to train the newer members in order to continue to provide for a smooth transition.

This shifting demographic and an increase in the number of retirees caused the Union and employer Trustees to deal with necessary changes within our Plans, more specifically with our Pension Plan starting in 2011. Pension Plan contributions and benefit reductions were effected in 2012 in order to sustain the long-term viability of the Pension Plan. Subsequently, but also as a result of the older membership demographic retiring, the payment of Pension Plan Lump Sums was terminated as of April 2015. Again this was necessary to sustain the Pension Plan in a financially sound condition for current and future retirees.

Along with changes to our Pension Plan, other M.E.B.A. Plans required attention. An outside and independent auditor was hired in order to determine cost saving measures to reduce the Training Plan's operating budget. The results from the audit and recommended measures were later approved and implemented by the Trustees. These operating cost saving measures were required to maintain a sustainable training school operation.

An increase in retiree medical contributions was also implemented this year due to the retirees representing an increasingly larger group relative to the active members and the increasing costs of healthcare. Again this change was approved and implemented by the Trustees to ensure future sustainability of the Medical Plan. It should be noted the M.E.B.A. will continue to work with our employers, through the collective bargaining process, to address the financial needs of all our plans.

Internally we have seen change in Union operation such as the implementation of the Outport Dispatch System which was a project started in 2013 and finally put on line in 2014. Also in process is the updating of our Membership database system. Additionally we have seen some change of Union administration officials and personnel as of the 2013 election. It was pointed out to me by a government representative, several months ago, that the three maritime officer unions all had relatively new leadership which some can consider a change for the better or worse, depending on perspectives. This may cause concern with some as old relationships dissolve and new relationships must form. Consistency and stability are required in most organizations to ensure effective and efficient operation.

Our industry is also changing as a result of the drawing down of the conflicts in Afghanistan and Iraq. The shipping companies signed on to the Maritime

Security Program (MSP) have been significantly affected by the decrease of US Government impelled cargo resulting from the drawdown as well as a reduction in the footprint of our military overseas during the last two decades. As I stated in the last Marine Officer, our international US flag fleet has diminished from 106 to 81 vessels since 2012. This is a decrease of approximately 25% and equates to a loss of approximately 1200 jobs. The M.E.B.A. has lost a number of these non-MSP contracted vessels and the jobs provided due to these reflags. The M.E.B.A. has lost an additional non-MSP contracted vessel to reflag since that statement was made.

This is not the first post war shipping decline and something our industry and our Union has dealt with before but the contraction and subsequent loss of ships and jobs has been significant. As has been discussed by many during the last year, the number of US flag vessels operating in international trade and the number of jobs the remaining vessels provide has reached an alarmingly low level. This is something that the industry and some in government are in strong agreement needs to be proactively addressed. Though, as in the past, there are those willing to fight for the U.S. flag and those that are not.

We have recently suffered the loss of several Horizon Line vessels in the Puerto Rico trade, along with the sale and transfer of the remaining Hawaii/Alaska trades to a new and existing employer, i.e. Pasha and Matson. Despite the loss of the Horizon vessels in the Puerto Rico trade the M.E.B.A. has maintained the jobs on the remaining Horizon vessels which is the best possible outcome. Also on the positive side, the Jones Act carriers have seen an increase in production of U.S. crude which has benefited a couple of M.E.B.A.'s employers along with the U.S. shipbuilding industry. Other positive notes; with regard to military contracts, we worked successfully with Patriot Shipping Company to man the eight Watson Class vessels after they were awarded the contract in 2014 and we recently signed an MOU with Keystone Shipping for new work on the Keystone SEAKAY SPIRIT.

Depending on what transpires, change can be viewed differently by many. Change is necessary at times and while some change is not within our Union's control, some is. I am not an advocate of change for the sake of it or just to try something new. But in a continually transforming industry and economic environment, if we are not proactive or adapt to change, while continuing to look to the future, we are not performing our due diligence or placing our Union in the best possible position going forward. Even though the future is uncertain in many respects, I believe if we work together and focus our efforts we will better control our fate rather than have it dictated to us.

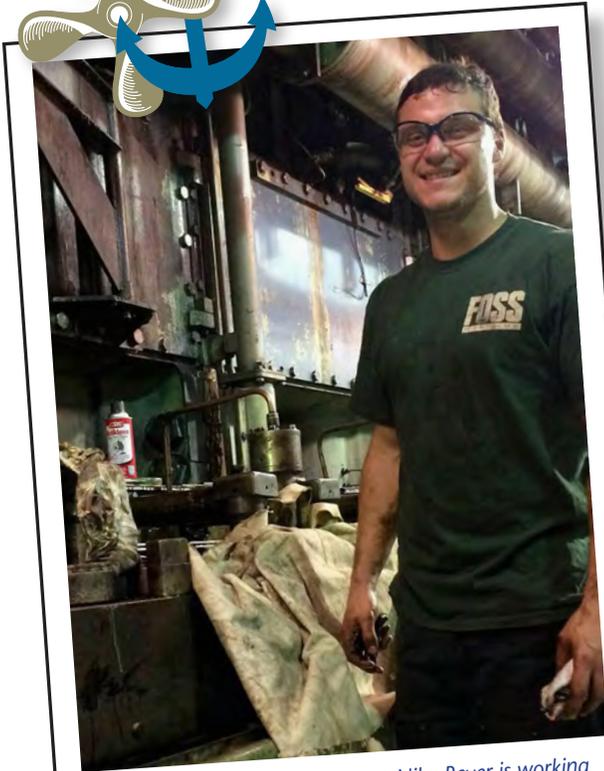
With the sustainability of our Union in mind, we should be able to mitigate the consequences or effects of change, whether within our industry or within our Union, to ensure the negative impacts on our Union membership are minimized and the positive benefits are realized. Change can be difficult but if we communicate openly about the reasons or necessity for change, this should allow everyone to understand the need to continue working together as a Union to ensure our strength is not diminished.

Fraternally,

Marshall Ainley



Faces around the Fleet



On the M/V MANOA, Day Worker Niko Reyer is working on the HP fuel oil pumps while the Matson vessel was in Oakland recently.



M.E.B.A. Engineers aboard the APL CHINA in Oakland recently. Left to right are 3rd A/E Blake Taylor, 1st A/E Ben Parmer, incoming C/E Tim O'Brian and C/E Peter Leahy who was coming off.



The Washington State Ferry MV KALEETAN in Seattle's Vigor Shipyard getting ready for a propulsion generator rebuild.



The HORIZON DISCOVERY's foremast being secured onto a truck for the trip from Brownsville, Texas to Easton, MD. The ship's whistle and bosun's bell were also included. Once refurbished, they will be installed in the M.E.B.A. Memorial Park at the Calhoun M.E.B.A. Engineering School.



M.E.B.A. Answers the Virtual Bell, Aces Paper Breakout



Houston Branch Agent Erin Bertram coordinated M.E.B.A.'s winning response to the MarAd tabletop Government fleet activation. New York Patrolman Nico Sermoneta and Oakland Dispatcher Kathy McCurdy were also instrumental in the effort as well as other officials and dispatchers. Here's a shot of Erin at the Maritime Day observance in the Port of Galveston with AMO's Charlie Azar and MM&P's Wayne Farthing presenting a memorial wreath honoring merchant mariners.

Two days after a massive tabletop Government fleet activation, M.E.B.A. satisfied our exercise obligations by filling over 100 simulated jobs on 28 vessels. The Maritime Administration oversees an annual simulated ship "breakout" that helps evaluate whether the industry's workforce is capable of supporting a major ramp-up of surge sealift vessels. This was a paper exercise only and mariners were not required to report to the vessels.

Specifically, the two-week Command Post Exercise that began on May 12th simulated the activation of the Ready Reserve Force fleet and Military Sealift Command surge vessels to test procedures and coordination necessary to meet strategic sealift requirements. Officials and dispatchers made a flurry of phone calls to members with the appropriate licenses and qualifications to fill the "pretend" jobs on a short deadline. Members already serving aboard vessels were not eligible for the exercise.

Houston Branch Agent Erin Bertram was M.E.B.A.'s point person for the paper breakout with New York Patrolman Nico Sermoneta and Oakland Dispatcher Kathy McCurdy proving to be key team players for this winning effort.

In all, 20 M.E.B.A.-crewed MarAd (RRF) vessels were "activated" representing ships managed by Patriot, Marine Transport Lines and Keystone. Eight more contracted Military Sealift Command vessels including surge LMSRs and Prepositioning vessels (managed by Patriot & Keystone) were also part of the exercise. All 105 positions were filled by M.E.B.A. Deck and Engine officers. Some exercise participants received follow-up calls from MarAd to verify their information and answer some simple survey questions.

Our thanks go out to all those who participated in Breakout 2015. In addition, appreciation should be expressed to all the officials, dispatchers and staffers spread out across the M.E.B.A. halls and offices who banded together to ensure that the Union met the Government requirements many days before the deadline.

Had the activation been real, members were poised to rush to the defense of their country. The Union once again demonstrated that in every conflict, real or simulated, M.E.B.A. will always answer the bell.



The Keystone-managed SS REGULUS tied up at the MarAd Layberth Facility in Beaumont, Texas. The vessel was one of the 28 M.E.B.A.-crewed ships "activated" in the paper exercise.

Twenty-some years from now, you'll be glad you responded to this ad.



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Meeting Schedule

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





Assured Sealift

James Caponiti
President, American Maritime Congress
AMC Perspective

In the most recent edition of *Marine Officer*, I highlighted the U.S. Merchant Marine's value from a national security perspective while emphasizing unique benefits stemming from past and present vessels enrolled in the Maritime Security Program (MSP). I made a brief mention of its companion program, the Voluntary Intermodal Sealift Agreement (VISA), a mechanism developed together with MSP to provide assured government access to enrolled vessels, American crews, and related intermodal infrastructure.

Global wars and conflicts in remote regions of the world have provided motivation and reason for the Federal Government – throughout history – to intervene with and support the U.S. merchant fleet to address economic and defense concerns. The Military Transportation Act of 1904 was landmark legislation that, for the first time, created a cargo preference regime to promote the American maritime industry. Mechanisms to facilitate the use of commercial sealift assets would follow later.

The Sealift Readiness Program (SRP) was established in 1971, having evolved from an earlier sealift model. SRP was a standby agreement between Military Sealift Command (MSC) and U.S.-flag dry-cargo ship operators whereby carriers would voluntarily commit 50 percent of fleet assets for government use in order to be eligible for MSC contract awards. Eventually, all vessels receiving either a construction or operating subsidy would be enrolled in SRP regardless of a respective carrier's participation or interest in Department of Defense (DOD) peacetime business.

The management framework for DOD transportation planning and logistics was significantly altered by 1986 legislation that created a unified command. The U.S. Transportation Command (USTRANSCOM) was established in 1987 bringing together the different components of transport capabilities to facilitate better business practices and to provide a single point of coordination to serve war fighting commanders.

While each of the Services retained their mandate over respective modes of transport, USTRANSCOM's authority was limited to wartime planning and execution. That authority was put to the test three years later (1990-1991) during the sealift campaign to support Operation Desert Shield/Desert Storm (First Gulf War). Though SRP was in place with 132 ships enrolled, it wasn't activated. A responsive charter market reduced the need and there was significant concern that program participants would lose market share to foreign shipping entities if activated indefinitely. Instead, an ad hoc agreement was drafted and implemented to a degree that enabled DOD to attract sealift capacity – including a significant share of foreign tonnage – sufficient to supplement government-owned organic sealift assets.

Lessons learned from the First Gulf War revealed that existing methods to procure commercial sealift precluded development of effective military/industry contingency plans, leading to recommendations for revitalization of SRP and other programs to meet future lift requirements. Concurrently, USTRANSCOM leadership and military planners launched an initiative to establish and maintain relationships between DOD and commercial transportation providers to develop contingency response concepts and procedures that would take effect upon approval by the Secretary of Defense. That process, and USTRANSCOM's

collaboration with the Maritime Administration (MARAD) and maritime industry partners, resulted in SECDEF's approval and the establishment of VISA as an alternative to the existing SRP.

Legislation to establish MSP was enacted in October 1996, and a fundamental requirement called for participants to enroll in an Emergency Preparedness Program. In the lead-up to passage of the legislation and that requirement, intensive collaboration had been underway for nearly two years culminating in the SECDEF's approval of VISA on January 30, 1997 – one month after the initial MSP contracts were signed.

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950 (DPA) which provides for voluntary agreements to leverage the industrial base and civil resources for national defense purposes. The program was modeled after the Civil Reserve Air Fleet (CRAF), the airlift mobilization program developed in 1952 under DPA authority. Using lessons learned from the First Gulf War, the objective behind VISA was, and is, to promote and facilitate DOD's use of existing commercial intermodal transportation systems – from ships to containers to management systems – while minimizing disruption to commercial systems.

In the realm of sealift programs and when compared to CRAF, VISA has been exceedingly innovative. It is an intermodal, capacity-oriented mechanism. Rather than concentrating on chartering fully dedicated vessels on a ship-by-ship basis, VISA provides contractually-committed, time-phased U.S.-flag capability to satisfy DOD contingency requirements. Related operational plans are defined on the basis of three stages – Stages I and II to meet all projected DOD contingency requirements, and Stage III to provide additional lift for un-forecasted requirements and/or to supplement lift when earlier commitments and shipping services from non-participants prove to be insufficient. To minimize commercial disruption and adverse national economic impact during contingencies, VISA procedures dictate that requests for volunteer capacity will be extended simultaneously to both VISA participants and other carriers prior to activation of VISA and each of its stages.

As referenced earlier, 100 percent of MSP ship capacity and associated intermodal assets are enrolled in VISA. U.S.-flag operators without MSP contracts are also welcome to participate on a voluntary basis. To receive priority consideration for the award of DOD peacetime cargoes, those carriers are required to commit 50 percent of their U.S.-flag, militarily useful capacity and related assets. All VISA participants are required at a minimum to enroll their assets in VISA Stage III. Priority determinations for annual DOD contract awards are based on capacity commitments beyond required enrollment levels and special consideration is granted also for capacity committed respectively to VISA Stage I and Stage II. Currently, MSP accounts for approximately 82 percent of VISA enrolled capacity.

Perhaps most notable among VISA'S innovative characteristics is its Joint Planning Advisory Group (JPAG). This unprecedented planning mechanism provides collaborative opportunity for peacetime planning among program participants – DOD, MARAD, and industry (management and labor) – to determine coordination and utilization of VISA-enrolled capacity to meet DOD contingency requirements. Such planning takes place in a secured military environment with representatives of carriers and labor holding appropriate security clearance.

VISA provides increased flexibility and certainty for Defense planners to address modern contingency scenarios, whether for major regional conflicts or smaller skirmishes of short duration. VISA promotes partnership and planning during peacetime to enable carriers to better respond to defense transportation needs while providing knowledge and insight to influence contingency decisions likely to benefit long-term business viability.

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300 Fifth Avenue, 3rd Floor
Waltham, MA 02451

John C. Pastore, Jr., CRPC®
Financial Planner, Sr. Vice President
jpastore@IFPAdvisor.com
(781) 373-4444

Paul Saganey, CFP®
Financial Planner, President
psaganey@IFPAdvisor.com
(781) 373-4400

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At Anchor: Recent Retirees Shifting into Reduced Operating Status

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Donald K. Allen	James R. Doyle	Michael J. Kijowski	Emil G. Sorescu
Daniel R. Armitstead	William M. Duffy	Michael E. Langford	Stanley D. Tarnecky
Dennis R. Arrington	Henry P. Engelbrecht	Lars B. Larsson	Roderick E. Tate
Kevin M. Brooks	Sven Erick Erstad	Irvin J. Levy	Kyaw Thant
Shaun Burke	Jay D. Ferguson	Timothy J. Madden	Ion Trif
Shawn B. Byrnes	Billy E. Foster	Michael S. Mann	James M. Twomey
Nathan E. Carroll	James F. Gilroy	Robert D. Neilson	Michael P. Walsh
Kent L. Clift	James W. Harris	Steve Papacostas	Douglas K. Wickre
James P. Cosgrove, Jr.	Thomas E. Jacobs, Jr.	Thomas E. Reed	John R. Williams
Frank B. Dalrymple	Karl Jaskolka	Theodore E. Schmidt	John J. Zalewski
Timothy J. Dayton	Wilson A. Johns	Barry J. Shea	

U.S. Shipping Announces Itself as Industry Storms Congress

Maritime has been described as the “invisible industry,” performing crucial economic and national security service to the nation with little fanfare. But on March 24th, the industry assumed an assertive attitude and got loud as maritime supporters stormed Capitol Hill and trumpeted the value of U.S. shipping. A cross-section of industry insiders made visits to the offices of over 100 Members of Congress during the sixth installment of the annual maritime “Sail-In” promoting our issues and solidifying support with lawmakers.

Maintaining strong relationships with Members of Congress is crucial to our industry’s survival and such Congressional visits occur every day. But the dynamics of the annual Sail-In allowed over 100 well-placed industry advocates, including shipping company executives, top union officials and actual seagoing mariners, to hammer home the importance of the industry.

Unfortunately, Congress houses assorted lawmakers only too willing to keelhaul U.S.-flag shipping, such as Sen. John McCain. The Sail-In seeks to counteract their influence by helping to foster new relationships with Congressional Members who only have a modest awareness of our issues. It also helps better reinforce our friendships with lawmakers who already demonstrate an acute understanding of our industry’s significance and are willing to battle on our behalf.

During the lengthy yet productive day for Sail-In 2015, Members of Congress were informed about the dire need for increased peacetime cargo to help sustain the foreign trade U.S.-flag fleet. They were reminded that their support of the Jones Act, Maritime Security Program and new Academy training vessels is critical. In addition, a flurry of other issues were touched upon, including the desired rechartering of the Export-Import Bank which provides another source of cargo to U.S.-flag vessels.

M.E.B.A.’s Political Action Fund (PAF) is relied upon throughout the whole year to help buoy our issues on the Hill and enable the ongoing education of lawmakers. Without the support of Congress on both sides of the aisle, any one of the legs of U.S. shipping’s three-legged stool (Jones Act/MSP/Cargo Preference) could be legislated out of existence ushering in the collapse of U.S. shipping.



One of the 21 maritime industry groups that peppered Congress with our issues during Sail-In 2015. Left to right are Maersk Inc. Government Relations V.P. Clint Eisenhauer (recently retired), MM&P Pacific Ports V.P. Dave Boatner, Congressman Joe Courtney (D-CT-2), M.E.B.A. Secretary-Treasurer Bill Van Loo and American President Lines, Ltd. Military Markets Director Lars Magnusson. The Congressman is the Ranking Member on the House Armed Services Seapower Subcommittee. The Sail-In group had a great, vigorous chat with him emphasizing, among other things, the need for increased peacetime cargo to help sustain the foreign trade U.S.-flag fleet.



On the “Capitol View” (formerly “Flying Bridge”) atop M.E.B.A. Headquarters following a long day on Capitol Hill for the Maritime Sail-In are Inlandboatmen’s Union (IBU) President Alan Cote’, Congressman Mark Takai (D-HI-1), M.E.B.A. Legislative & Political Director Matt Dwyer, Congressman David Joyce (R-OH-14) and M.E.B.A. President Marshall Ainley. The industry visited the offices of over 100 lawmakers during the Sail-In emphasizing the value of U.S.-flag shipping.

The industry can’t just stay silent and hope for the best. As always, you are urged to be vocal. Visit your local representation. Write a letter or email your District and State legislators to urge them to do the right thing when it comes to the maritime industry. And for the sake of our industry and M.E.B.A. jobs, please contribute to the Political Action Fund.

STCW – Info You Need to Know

Changes to Eligibility Rules Associated With STCW Training

Earlier this year, the M.E.B.A. Trustees altered Training Plan eligibility rules as noted below:

Subject to the eligibility rules set forth in the Plan Rules and Regulations, an officer may be entitled, regardless of the training-week restrictions, to attend STCW training courses through December 31, 2015, provided:

(1) The officer's sponsoring company's rate of contribution to the Training Plans is equal to or above \$8.50/billet/day. (As noted in Article I, Section 1(A)(e)(a) of the Plan Rules and Regulations, an officer's sponsoring company is the Employer for which the officer worked the highest number of days in the six calendar months preceding the month in which the officer submits an application to attend training courses at the School); and,

(2) The course(s) is/are associated with compliance with STCW training requirements as implemented through the US Federal Code of Regulations and/or USCG Navigation and Vessel Inspection Circulars (NVIC's); with top priority assigned to training needed to comply with 2010 Manila Amendments to the Annex to International Convention on STCW for Seafarers.

Courses fitting the highest priority include:

- Engine-room Resource Management (ERM)
- Management of Electrical and Electronic Control Equipment (MEECE)
- Leadership and Management

Other STCW Courses include:

- Basic (Safety) Training
- Advanced Fire Fighting

This provisional eligibility-waiver extends to reimbursement for the tuition-costs for such courses offered by other maritime training organizations that are recognized by

the USCG. Applications that have been approved for the 1st Semester of 2015 were not impacted by this change. However, each member-application for STCW-related training that is in a standby status owing to deficient training-weeks by his/her sponsoring company were being re-assessed and, if possible, the applicant was to be registered into existing/scheduled STCW related classes or supplementary offerings.

For the 2nd Semester of 2015, each eligible member seeking enrollment in the STCW-related courses listed above was asked to provide a photocopy of his/her US credential/license and STCW endorsements such that CMES could assign training priority according to expiration date. This assessment/prioritization occurred between May 1-31, 2015; which was the primary enrollment period for the 2nd Semester. After June 1, applications began to be processed according to the date of receipt.

CMES Makes Course Changes to Focus on STCW Training

The Calhoun M.E.B.A. Engineering School cancelled several electrical courses from its 2015 course schedule to free-up additional instructor, classroom, and dormitory resources in order to offer more of the new STCW required courses.

The following courses will not be offered in 2015: Industrial Electronics; Instrumentation; and Marine Electrical Systems. The School apologized for inconvenience this has caused, but noted that it is their goal to get more members through the ERM, L&M, and MEECE courses by making these changes.

The School has issued a revised course schedule reflecting the changes. It's available on their website (www.mebaschool.com).



CMES held its first MEECE Refresher course last November. Under the new STCW requirements, the course is necessary for Chiefs and 1st A/Es renewing their licenses. Left to right are Instructor Rick Fullwood, Robert Martens, Kevin Bailey, Tony Nigro, Dave Fiorentino, Kirk Allen, Robert Hudspeth, Lloyd Brown, Jr., Mike Donlon, Richard Collins and Ed Allen.



The MEECE Refresher course is usually split into two. The second half of the November installment included (l-r) Michael O'Sullivan, Olukayode Olukanmi, Mike Tinkel, Henry Mitchell, Dave Bean, Jay Pierce, Bart Troxell, Barry Van Vechten, Pat Stevens, Jerzy Ziolk, Pat Ramey, Ronnie B. West and Instructor Paul Dery. Gregory Gray did not appear in the photo.

org) as well as in the M.E.B.A. Union halls. You can also visit their site to check out the latest training notices.

Uniform Dispatch Policy for USCG Medical Certificate

As of April 2, 2014 the U.S. Coast Guard sent out the new Medical Certificates to all applicable mariners. The Coast Guard stated that the expiration dates on these medical certificates "will vary depending upon when the mariner's MMC expires." In order to ensure there is a consistent policy, with regards to expiring Medical Certificates and the dispatching of jobs with STCW requirements in all Outports, the M.E.B.A. District Executive Committee issued the following dispatch policy now in place:

A member/applicant cannot be dispatched for a job requiring STCW credentials if the USCG Medical Certificate will expire prior to the completion of the job called. For example, if a job is called for 90 days, the member's medical certificate must be good for 90+ days. If a job is called for 45 days, the member's medical certificate must be good for 45+ days.

Additionally if a Leave of Absence is taken during a job, for whatever reason, all documents will be reviewed again, as per current procedure and in accordance with this policy, when the individual returns to work, i.e. the Medical Certificate will be reviewed to ensure it will not expire for the duration of the remainder of the job. It is recommended that members request the required Coast Guard medical form at each annual physical and submit the paperwork well in advance of their certificate's expiration date.

NMC Clarifies STCW Policy on "Gap-Closing" Requirements

The National Maritime Center has issued guidance concerning additional training/assessments for certain STCW

endorsements required after regulatory changes made a year ago. Mariners with STCW endorsements secured under the previous regulatory requirements need to show evidence of meeting the "gap closing" requirements or their endorsements could end up being limited to "Not valid after 31 Dec. 2016." NMC notes that STCW gap-closing requirements "do not affect limitation or retention of national endorsements." A list of STCW endorsements with gap-closing requirements follows:

Management Level (Master, Chief Mate - II/2, II/3)

- Leadership and Managerial Skills
- ECDIS (To be valid on vessels equipped with ECDIS)

Management Level (Chief Engineer, 1st A/E - III/2, III/3)

- Engine Resource Management (ERM) if not completed at the operational level
- Leadership and Managerial Skills
- Management of Electrical and Electronic Control Equipment

Operational Level (OICNW - II/1, II/3)

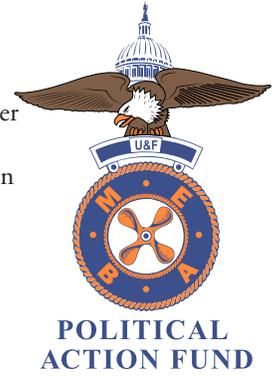
- Leadership and Teamwork Skills
- ECDIS (To be valid on vessels equipped with ECDIS)

Operational Level (OICEW - III/1)

- ERM
- Leadership and Teamwork Skills

NMC noted that mariners who have STCW endorsements removed or date-limited because gap-closing requirements were not completed, may have those STCW endorsements restored or the date removed at any time by submitting a new application with evidence of meeting all gap-closing requirements. Further questions and clarifications are available from the NMC help line at 1-888-IASKNMC (427-5662) or IASKNMC@uscg.mil.

Political Action Fund Honor Roll



U.S. shipping relies on Congress to maintain and enhance its support structure contained in maritime laws and regulations. Our presence in Washington D.C. is crucial to educate lawmakers, promote maritime-friendly amendments and legislation as well as to defend against a steady stream of attacks against our industry. A lack of maritime industry understanding could lead a lawmaker to support misguided proposals damaging to U.S.-flag shipping.

The U.S. Merchant Marine has long likened the series of programs that help keep it stabilized to a three-legged stool - the Jones Act, the Maritime Security Program and cargo preference laws. But it's a never-ending battle to keep our crucial statutes and programs on firm footing. Diminishing cargoes following DOD's drawdown of peacetime forces overseas have sapped the amount of preference cargo shipped under the Stars and Stripes. In addition, a push to eliminate U.S.-flagships from Food for Peace cargoes along with the uncertain status of the Export-Import Bank - which provides a U.S. shipping element - have made this a trying year. Perennial Jones Act attacks as well as the industry's ongoing efforts to seek more robust incentives for MSP operators also underscore the need to broaden the amount of lawmakers educated on the importance of our industry.

It should not come as a surprise that power players in Washington D.C. respond to money. By having a robust Political Action Fund (PAF), the M.E.B.A. commands respect. PAF Chairman Bill Van Loo pointed out that, "We can't afford to let our industry become anonymous in the halls of Congress. Without their support, our livelihoods could be legislated out of existence."

Call or visit an M.E.B.A. Union hall or office to contribute to this worthy cause. You can also enroll in the member payment portal (accessed from www.mebaunion.org) and make a contribution electronically.

Below is a list of active and retired members who understand the importance of the M.E.B.A.'s Political Action Fund and supported it during Calendar Year 2014. Those who contributed to the PAF this year (during Calendar Year 2015) will be listed in the Marine Officer a year from now.

The list is broken down into four categories and members and retirees are listed alphabetically within each grouping.



Order of Magellan (\$1,000 to \$2,400)

Ainley, H. Marshall
Bertram, Erin
Burke, Tracy
Chung, Robert
Cramer, John
Crifasi, Frank
Duncan, Jeffrey
Gilbert, Erik
Guerra, Christopher
Johns, Wilson
Legge, Paul
Marvin, Theodore
McDermott, Bradford
Nolan, James
O'Callaghan, Michael
Olsen, Frederick
Patten, Brian
Quintana, Greg
Rouse, Rilynn
Shulick, Matthew
Sistrunk, Phillip
Soucy, James
Staples, Donal
Strissel, Phillip
Van Loo, Bill

Conroy, Brian
Crell, Joseph
Cromuel, Vernon
Cross, Kevin
Dewhirst, Thomas
Donovan, Michael
Dunklin, Mike
Engberg, Mark
Farrell, William
Fitzgerald, David
Fraser, Daniel
Fritschi, Brian
Gallagher, Mark S.
Galle, Matthew
Galvin, Paul
Garza, Anthony
Goldrich, Benjamin
Gould, Eric
Greenig, George
Guccione, John
Hanson, Mark
Helie, Leonard
Jackson, Charles
Jany, Timothy
Jenkins, Megan
Jewell, Michael
Kelley, Daniel
Knowlton, Thomas (Bill)
Lackey, James
Landwehr, Kurt
Laws, Robert
Lazic, Zarko
Lewis, John
Litterine, Justin
Long, John
Mahimer, Alexander

Martykan, Michael
McClintock, Scot
McCormack, James
McElhone, John
McGuire, Robert
Michalski, Frank
Miles, Terry
Morton, Timothy
Mullett, Donald
Myers, Hugh
Nashif, David
Nolan, Dave
Ohler, Robert
O'Neal, Louie
Osborne, Matthew
O'Toole, Michael
Perry, Michael
Pillard, Jay
Poor, George
Raffaniello, Donald
Redding, Tracy
Schmeltz, Herbert
Schuffels, Peter
Seewald, Daniel
Sermoneta, Nicholas
Smith, Adam
Smith, William
Thant, Kyaw
Thomas, William
Thornton, Trent
Troxell, Barton
Twitty, Marshall
Van Vechten, Barry
Wagner, Richard
Williams, Richard
Wlazlo, Erik



Shellback (\$250-\$499)

Abdou, Louai
Allen, Edward
Andronikos, Panagiotis
Antony, Alex
Apudo, Charles
Ayes, William
Balic, Bozidar
Barone, Daniel
Belyea, Christopher
Bem, Joel
Bennett, William
Berger, Emil
Berhe, Alem
Berndt, Eric
Bolduc, Bruce
Bonner, Beddie
Bostick, Mark
Boughal, Hans
Boyer, Joseph
Brady, Michael
Brandt, Eric
Breton, Michael
Burnside, Thomas
Burr, Gregg
Byerle, Steven
Cake, David
Carroll, Luther
Chpachev, Vladimir
Collins, Mark
Cona, Julianne
Cooper, Terence
Coulbourn, Harley
Cull, Michael
Cullan, John

Dayton, Timothy
Derke, Michael C.
Dickman, William
Doherty, Richard
Dwyer, Matthew
Eccles, James
Eliassof, Daniel
Estabrooks, Bruce
Facundo, Rolando
Fahey, Richard
Feeney, Timothy
Ferrell, Edward
Ferritto, Mitchell
Figelski, Edward
Figueroa, Michael
Fileccia, Peter
Fisher, Matthew
Foss, Arni
Garberg, James
Garcia, Michael
Gilroy, James
Goddard, David
Gomez, Matthew
Goodwin, Francis
Grace, Sean
Grandy, Keith
Gribbin, Lawrence
Gross, Paul
Gumanas, Rolando
Hall, John
Hardin, Jimmy
Hardwick, Rayford
Hartmann, Warren
Harvey, Edward
Harvie, Alan
Haunfelder, Frank

Hickey, Thomas
Hilton, Murrell
Hirth, Robin
Hoffman, Haven
Hulsey, Fred
Huntington, Bruce J.
Infante, Hugo
Iovino, Leo
Jacobs, Thomas
Javage, Carlos
Jendrasko, Richard
Jennison, Casey
Johnson, Ward
Jones, Ray
Jorgensen, Peter
Joyce, James
Kanoute, Thidiane
Kapp, Kelly
Katzara, Robert
Kaye, Seth
King, James
Kingery, Karol
Knowles, Joshua
Kramer, Karl
Laksonen, Richard
Langley, John
Lawrence, Gregory
Leahy, Thomas M.
Ledbetter, Harry
Lee, Kevin
Lemoine, Paul
Lincoln, Jonathan
Linn, Brendan
Lino, Russell
MacDougall, Andrew
MacDonald, Kelsey
MacDonald, Peter
Mackay, Scott
Macneil, Matthew
Mastripolito, Berino
Mathewson, Tracy
May, David
Mccann, Michael
McLaughlan, Aaron
McMurray, Robert
McPherson, Jonathan
Meglow, Peter
Messina, Matthew
Mitchell, Charles
Moise-Duquella, Karly
Moll, Kenneth
Mosa, Daniel
Muta, Joseph
Newberg, Mark
Newell, David
Norval, Charles
O'Donnell, Timothy
Olson, Chris
Pacana, Edgar
Padilla, Lorenzo
Perry, Travis
Peterson, August
Pichardo, Raphiel
Pizzorni, Andrea
Pollard, Frederick
Proia, Michael
Quinlan, Michael
Quinlan, Ryan
Ramos, Joseph
Ricker, Tory

Riley, Paul
Ritzinger, Kenneth
Rivera, Alfredo
Roberts, Paul
Robertson, James
Robinson, Alexander
Romano, John
Rowe, James
Royston, Richard
Rugarber, Michael
Russell, Paul
Sanchez, Alfredo
Santiago, Louis
Sasso, Anthony
Schroeder, Henry
Schwartz, Ramon J.
Sikora, Wesley
Silliman, Raymond
Sipper, Mark
Sison, Edgar
Snyder, Andrew
Sopko, Frank
Sperling, James
Sprague, Laurence
St Cyr, Daniel
Stamm, Andrew
Stein, Stefan
Sterling, Christopher
St. John, Alfred
Sullivan, Nicholas
Sullivan, Paul
Taylor, Edwin
Taylor, Mark
Tebbe, Steven
Tedesco, Paul
Treon, Jacob
Trigueiro, Gary
Tucey, Michael
Twomey, James
Underhill, Jason
Unnold, Barry
Valentin, Emanuel
Vokac, Adam
Warner, Peter
White, Eric
Williams, Todd
Wilson, Paul
Wright, Patrick
Wright, Kevin
Yuhas, Christian
Yung, Thant
Zilla, Herbert
Zysk, Thomas



Polywog
(\$100-\$249)

Abel, Nathan
Abel, Nathan
Acosta, Sonny
Adams, Richard
Adamski, Daniel
Ahluwalia, Pery
Ahmed, Ehtesham
Aiello, Anthony
Akstin, Mathew
Alonge, Matthew
Armacost, Lyle
Armitage, Francis
Avery, Mikel
Backstedt, David

Ballenger, Duncan
Barnard, Nathan
Barrows, Steven
Beaulieu, Steven
Begley, Grant
Behnke, Jeffrey
Benn, Geoffrey
Benz, Thomas
Bick, David
Bilodeau, Todd
Bingener, Eric
Black, David
Blake, Douglas
Blanchard, Joshua
Boleza, Matthew
Bottari, Gerald
Bracy, Jacob
Brady, Brian
Brady, Joseph
Bremer, Curtis
Breton, Rudolph
Brian, John
Brown, Thomas
Brown, Richard
Buettner, Glenn
Buick, Robin
Burchfield, Timothy
Burnette, James
Burns, Michael
Butcher, Enrico
Butzen, Richard
Callahan, Jason
Cambra, Charles
Cameron, Kelly
Cannistraro, Marco
Carpentier, Ryan
Carr, Michael
Carrancho, Manuel
Casey, Timothy
Caskie, Albert
Castro, Charles
Castro, Guillermo
Catanzaro, John
Chagnon, Eric
Chaney, Christopher
Christensen, Michael
Church, Edward
Ciavola, Jared
Clement, Larry
Cline, Dennis
Coffey, John
Coggio, Michael
Cole, Henry
Collevecchio, Leonard
Collins, Richard
Collins, Cle
Collinsworth, Michael
Cooper, Bruce
Corrigan, Thomas
Cothany, Lynden
Coulter, John
Crow, Dallas
Cullen, Gerard
Curran, Hugh
D'Amico, Joseph
Dance, Robert
Dasha, Ralph
Dawes, Douglas
Day, Steven
Delucca, Frederick

Devens, Christopher
Dinisio, Jonathan
Dodson, Clyde
Dodson, James
Doherty, Michael
Donlon, Michael
Downer, Eric
Drews, Timothy
Ducharme, Bradley
Dudley, Peggy
Duffy, Patrick
Duncan, Donald
Durrant, John
Ebanks, William
Eder, Robert
Edwards, Charley
Elias, Albert
Elliott, Robert
Elroy, Ralph
Erlandson, Jon
Fales, Patrick
Farley, Ken
Farnham, Bruce
Farrell, Sean
Faulhaber, Aaron
Ferguson, Thomas
Fernandez, Luis
Feyler, James
Fiala, David
Fisher, Michael
Flink, Lars
Fountas, John
Fox, Leon
Francis, William
Franks, Stephen
Frazier, James
Fulling, Robert
Gallagher, David
Gallagher, Mark D.
Gallagher, Douglas
Garcia, Clay
Garraway, Makeda
Gatchell, Nathan
George, Joseph
Gerrish, Brian
Gillis, James
Gilmour, Mark
Glessing, Michael
Goodman, Andrew
Goodridge, Thomas
Gostevskiy, Vladimir
Groot, Ralph
Guldjord, Greg
Haars, Derek
Haas, Sylvan
Haines, Stephen
Hall, William
Halloran, Mary
Hanson, Roger
Hanson, Leonard
Harding, Justin
Harrison, William
Harvey, Hugh
Hauck, Jeff
Heagerty, Gary
Hernandez, Jose
Hibbard, William
Hileman, Todd
Himebauch, Ross
Hines, Jonathan

Hitzel, Jeffrey
Hjort, Stanley
Holbert, Larry
Holliday, Charles
Houghton, Jeffrey
Humphrey, Bryan
Humphreys, Marcus
Iacobucci, David
Irani, Meherwan
Jackson, Gregory
Jackson, Jack
Jackson, Kenneth
Jackson, Sterling
Jacobites, Ted
Jaquez, Cristobal
Jendrasko, Peter
Jerrier, Charles
Jones, Bobby
Kaili, Luke
Kehoe, Matthew
Keller, Jonathan
Kelley, Timothy
Kelly, Kevin
Kennedy, Michael
Kenny, Brian
Kenny, Robert
Kewley, Christopher
Kilmer-Morris, Austin
Kingma, Louis
Kirby, Kevin
Klaine, Jeanne
Knudsen, Percy
Koester, Paul
Kovach, Michael
Krafthefer, Andrew
Kuijper, Gregory
Kulas, Stephen
Landrum, Tim
Langford, Clarence
Laurion, Daniel
Lavertu, Alan
Ledoux, Daniel
Lee, Q
Leep, Ernest
Lessard, Philip
Lincoln, Louis
Linderholm, Eric
Lisowski, Jason
Llanos, Melchor
Logue, Gregory
Long, Patrick
Lorenz, James
Lotfy, Adel
Ludwig, Louis
Lynch, Thomas
Macatiag, Antonio
Mackay, Shawn
Mahaffey, Shane
Mann, Michael
Martin, William
Massey, Loren
McCall, Douglas
McCormick, Daniel
McElhinney, Joseph
McGowan, Connor
McIntosh, Edwin
McLaughlin, Shawn
McPhee, Douglas
Menendez, Jack
Meyer, Stephen

continued



Political Action Fund Honor Roll continued

Miller, Devlin	Paul, Christopher	Slaght, John	Trifonoff, Robert
Miller, Kim	Pearce, William	Slayton, Darnell	Tripp, Daniel
Milosevic, Nebojsa	Penny, Julie	Smirba, Dzemaal	Tsarides, Peter
Moises, Jeaneth	Perkins, George	Smith, Paul	Unger, Michael
Moody, Travis	Pillard, Jeff	Smith, Isaac	Videika, Romualdas
Moore, Rollin	Pollock, Thomas	Snow, Michael	Volonnino, Frank
Moore, James	Poniatowski, Marc	Sparling, Todd	Walker, Timothy
Moore, Craig	Preston, Thomas	Spear III, Willis	Wall, Sean
Morris, Michael	Preston, Patrick	Stapleton, Robert	Walton, Andrew
Morris, George	Quinn, Edward	Steinberg, Philip	Wannermeyer, John
Moss, Kevin	Quinn, Stanley	Stenquist, Thomas	Warner, Seth
Moulton, Robert	Quinones, Vincent	Stevens, Sean	Watkins, Michael
Muldowney, Leo	Randel, Lamont	Steverman, Peter	Watson, Steven
Murphy, Daniel	Reed, Wallis	Strickland, Jesse	Watts, Harold
Mutina, Paul	Reilly, Thomas	Strout, Zebadiah	Webber-Bey, Serena
Nee, Peter	Rivera, David	Sturgul, James	Weber, Timothy
Negoescu, George	Roberts, Lloyd	Sullivan, Peter	Weismann, Mark
Newton, Craig	Robson, Joseph	Sunga, Raymond	Whidden, Clayton
Newton, Craig	Rogers, John	Supersano, Marc	White, Eric
Nichols, John	Rowley, Joseph	Tapley, Nickolas	Williams, Harold
Nielson, Kristina	Rushing, Edd	Thatcher, Matthew	Williams, Charles
Nilsen, Ole	Rusnak, Thomas	Thomas, Robert	Williams, Leo
Nilsen, Kenneth	Ryan, Michael	Thomas, Daryl	Wilson, Wayne
Novozilov, Juri	Salvador, Fernando	Thomas, Ross	Wilson, Matthew
Nowak, Mark	Sanford, Marshall	Thomsen, Michael	Wilson, Delbert
Nowak, Clarence	Schneider, Christopher	Thomson, William	Wilson, Peggy
O'Brien, John	Schreier, Harold	Timmerman, Thomas	Wolff, Joseph
O'Donnell, John	Schultz, Kevin	Tims, James	Womble, Robert
Page, Carl	Sergio, Nicholas	Torrey, George	Wons, Kevin
Papacostas, Steve	Sevitz, James	Townsend, Marc	Woolford, Michael
Parent, Chance	Sharp, Glenn	Trace, Lawrence	Wormwood, Andrew
Parent, Christopher	Shaw, David	Tracy, Mark	Zalewski, Matthew
Parks, Howard	Sheridan, John	Trask-Annies, Demian	Zaucha, Christopher
Parrish, Dylan	Sherman, Andrew	Treen, Thomas	Ziolek, Jerzy
Paul, Vallerie	Shrake, Samuel	Trezza, Vincent	Zysk, Thomas

Members aboard the APL PEARL understand that the Jones Act, Maritime Security Program and cargo preference laws, which are vital for the preservation of the U.S. Merchant Marine, are always under attack. Our strongest weapon to bat back those attacks is an educated Congress that will work to strengthen U.S.-flag shipping. Diminishing cargoes following DOD's drawdown of peacetime forces overseas is one of the factors prompting shipping companies to make tough decisions. Recently, the PEARL was lost from the U.S. fleet and the ship began sailing under the flag of a foreign nation.

Reacting to this unsavory development, PEARL engineers used their portion of the crew fund to contribute to the M.E.B.A.'s Political Action Fund to help fight against future billet losses. Left to right are 2nd A/E Tim Raab, C/E Nathan Weymouth, 3rd A/E Sonja Lund and 1st A/E Torey Zingales.



It's an ongoing battle. A renewed push is threatening to wipe out food aid cargo preference, MSP ship operators are uncomfortable with the current financial structure of the program, and the Jones Act is constantly under barrage from our foreign partners (and John McCain). Thank you to the last M.E.B.A. crew of the APL PEARL and to all our Members and Retirees who understand that the P.A.F. is crucial for protecting their jobs.

Forward with NOAA! M.E.B.A. Hammers Out New CBA



Following the successful conclusion of talks with NOAA, M.E.B.A. negotiators took part in the Maritime Day observation in downtown Norfolk at Nauticus. Left to right are Contracts Rep. Mark Gallagher, Chief Marine Engineer Craig Moran and Norfolk Branch Agent/Government Fleet Rep. Tracy Burke. Chief Marine Engineer Tim Olsen, the other member of the M.E.B.A. team, was enroute back to his NOAA vessel.

M.E.B.A. and the National Oceanic and Atmospheric Administration (NOAA) recently reached terms on a new tentative collective bargaining agreement covering our members sailing on the 16 vessels in the NOAA fleet. M.E.B.A. worked with NOAA for much of the past year to update the contract to address issues that had not been part of the agreement – which has been in place for the last 25 years.

NOAA Deputy Director Rear Admiral Anita Lopez said that the agreed-upon CBA is a milestone achievement that will “set a new standard for [NOAA’s] Office of Marine and Aviation Operations (OMOA) to be the employer of choice for federally employed Licensed Engine Officers.”

The new CBA is being put to a 30-day online ratification vote by dues paying NOAA fleet members. On their end, NOAA is performing a review of the CBA to ensure that all Government requirements are satisfied. Many thanks to the M.E.B.A. team that poured untold hours into these talks. Norfolk Branch Agent/Government Fleet Representative Tracy Burke headed up our team that included M.E.B.A. Contracts Representative Mark Gallagher and M.E.B.A. NOAA fleet mariners Chief Marine Engineer Tim Olsen and Chief Marine Engineer Craig Moran.



NOAA’s HI’IALAKAI operates in Hawaii and conducts coral reef health and ecosystem mapping, bio-analysis assessments and fish stock studies.

Two of NOAA’s older workhorse vessels. On the left is the FAIRWEATHER, which was deactivated in the 1980s then came back from retirement. It operates in Alaskan waters. The other vessel is the RAINIER which operates in Alaska and Pacific coastal waters. Both ships are primarily used to conduct coastal hydrographic surveys.



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Picture from Left to Right

Stephanie P. Brown, MBA, J.D. Schroen, CPA, Shelly M. Mullins,
Bruce W. Robson, CFP®, Natasha R. Donoway, Andrew H. Benjamin,
Mark E. Engberg, CFP®, Rose M. Whayland, Frank L. Brittingham,
Kimberly A. Bateman, *Navarone F. Simpson*, Sandra M. Hearne

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Shipping Shorts

Deck & Engine Jobs as Keystone Brings in Tanker

Expert M.E.B.A. Deck and Engine officers crewed up the SEAKAY SPIRIT in June as Keystone Shipping Co. took over the vessel following its purchase from SeaRiver Maritime. The Suezmax Tanker is operating between the East and Gulf Coasts making stops at oil refinery ports.

M.E.B.A. formerly sailed on the 125,133 deadweight ton vessel years ago for Keystone in the Alaska trade when she was known as the SS KENAI. This is Keystone's reentry into commercial tanker operations since the departure of the DELAWARE TRADER several years back. The vessel was also known as the SIERRA.

Golden Gate Ferry Members Ratify New Contract

M.E.B.A. Ferry Masters sailing aboard the vessels in the Golden Gate Bridge, Highway and Transportation District unanimously ratified their new three-

year contract. The Golden Gate Ferry System has been operating since 1970 on the San Francisco Bay, serving Marin and San Francisco. The M.E.B.A. has represented the Ferry Masters since the system's inception.

The contract secured wage increases in each year, additional training programs and a number of side table issues which benefit our Ferry Masters, as well as a substantial bonus for Captains when they lead training evolutions. Executive V.P. Adam Vokac and Oakland Patrolman Christian Yuhas, as well as M.E.B.A. Shop Steward Robert Barley and Retired M.E.B.A. Representative Dave Nolan worked tirelessly with the Coalition and the District to help nail down the agreement.

Successful Wage Reopener with Chevron

M.E.B.A. wrapped up successful negotiations with Chevron USA and closed on an agreement following a wage reopener. M.E.B.A. represents the

1st, 2nd and 3rd Engineers in the U.S.-flag Chevron fleet as well as the Second and Third Mates. Even with the huge drop in crude oil prices and Chevron curtailing major projects, M.E.B.A. negotiators were able to achieve a big raise for our members over two years. The M.E.B.A. team was headed up by Executive V.P. Adam Vokac and included Oakland Patrolman Christian Yuhas, who assumed a leadership role in the talks and L.A. Patrolman John McElhone. Negotiations were aided by rank and file members who included 2nd A/E Robert Hayward, 1st A/E Dave Cash, 2nd A/E Ryan Cash, Junior First Officer Varun Bhalla and 2nd A/E Jeff Jones. M.E.B.A. Retiree Duncan Ballenger should also be thanked for his participation.

POID Members Vote to Boost Dues Level

Our shoreside members working for American President Lines are enthusiastically embracing the benefits of Union membership and have signed on for continued effective representation. Members in the Professional Office and Industrial Division (POID) overwhelmingly endorsed raising their own dues to continue the outstanding level of service

continued



Alaska Marine Highway System ferry members pose with their vessel M/V MATANUSKA at drydock. Left to right are 3rd A/E Tom Loughead, Chief Engineer Cody Keene, 1st A/E Sam Romey, 2nd A/E Byron Lee, 2nd A/E Matt Severns and 3rd A/E Collin Hensley.





➤ An M.E.B.A. negotiating team recently wrapped up a successful wage contract reopener with Chevron for the company's U.S.-flag fleet. At top left is Executive V.P. Adam Vokac who headed up the M.E.B.A. team and Oakland Patrolman Christian Yuhas who led the talks. Rank and file negotiators included (left to right); Chevron Junior 1st Officer Varun Bhalla, 1st A/E Dave Cash, Chevron 2nd A/E Jeff Jones and 2nd Robert Hayward. At far right is L.A. Patrolman John McElhone. Equally important but not shown are team members 2nd A/E Ryan Cash and M.E.B.A. Retiree Duncan Ballenger.

Onboard the *OSG OVERSEAS NEW YORK* in Norco, LA are (l-r) 1st A/E Clayton Whidden, C/E Matthew Wadsworth, Gulf Coast V.P. Phillip Sistrunk and 2nd A/E Patrick Ryan.



that helped secure huge gains for POID workers following APL's relocation of its Colorado office to Tennessee, a right-to-work state. The POID division is the backbone of American President Lines' administrative workforce performing the clerical work that helps ensure that APL vessels move on time and are loaded with revenue-producing freight.

In a 30-day referendum conducted online, POID members voted 83% in favor of raising their own dues from 1.3% to 2.5% of their base pay. POID Representative April Fleischer noted that, "The M.E.B.A. has been incredibly supportive of POID, especially over the last few years – during closures, relocations, negotiations, and

arbitrations...Many of the members said it was time to pay back and show our appreciation to this great Union that we are honored to belong to."

The dues bump was necessary to help offset the costs expended over the last tumultuous year and a half battling on behalf of the POID unit, as well as for continued future challenges. The current POID contract will expire in May 2016 and our negotiators will work tenaciously to improve the benefits our hardworking POID members deserve.

Awaiting Roll-Out of National Maritime Strategy

The Maritime Administration is getting closer to rolling out its National

Maritime Strategy (NMS), an initiative Administrator Chip Jaenichen has been trumpeting for the last 18 months. As envisioned, the NMS would offer a path forward to improve the competitiveness of the U.S.-flag fleet, reduce regulatory burdens, increase the use of short sea shipping and enhance U.S. shipbuilding capacity. Aware of MarAd's efforts, last year Congress set a deadline for the issuance of the NMS directing that the strategy take into account federal regulations and policies that reduce the competitiveness of U.S.-flag vessels in international markets and the impact of reduced cargo flow.

At a late-February 2015 Congressional hearing, Jaenichen told Members of



The annual rank and file Financial Review Committee spent three days at Headquarters in April reviewing Union finances from 2014. This year's Committee is seen on the "Capitol View" rooftop (formerly "Flying Bridge") in front of Union Station. Left to right are Brian Evjen, Gabriel Gillogly, Scott Bell, Vincent Quinones and Ray Rokicki.

The guided-missile destroyer USS WINSTON S. CHURCHILL conducts a replenishment-at-sea with the M.E.B.A.-crewed Military Sealift Command oiler USNS ARCTIC.



Congress that inter-agency delays and final drafting of language had prevented an earlier presentation of the completed strategy. He hinted that MarAd had been working on language in the strategy to strongly promote U.S.-flag LNG carriage and to encourage LNG tanker construction at U.S. yards. There have been few other revelations about what could appear in the final version that will eventually be presented to Congress.

MSP Could Get Funding Bump

The Maritime Security Program could enjoy a \$24 million increase over the original authorized level of funding for Fiscal Year 2016 if a provision in the House Defense bill remains intact – once reconciled with a Senate version and approved by appropriators. An amendment to the Defense Authorization bill authored by Congressman Duncan Hunter (R-CA) would raise the stipend applied to each of the vessels in the 60-ship fleet by \$400,000 per ship. The Program

has been operating at \$186 million a year (\$3.1 million per ship) since Fiscal Year 2012 and is authorized at that level until FY 2019 when the program receives a \$24 million increase. The Hunter amendment, which was approved by House lawmakers and was incorporated into the bill, would apply a \$24 million boost (\$3.5 million per vessel) in the coming Fiscal Year beginning on October 1, 2015. With the House version completed and approved, Senators must now pass their own version and reconcile it with the House bill. Because the House version's proposed additional funding for the MSP has been accounted for

in a budgetary offset, the \$24 million authorization bump has a good chance to survive in a final version of the bill that would be put before the President for signature.

WSF Members Elect New Rep.

M.E.B.A. members working for the Washington State Ferry system elected a new Representative following a nomination and balloting period. Isaac Seidman has sailed with the WSF in both licensed and unlicensed capacities since 2006 and was involved in the M.E.B.A. negotiating team for the last WSF contract. He also put in some

continued



The Joint Operating Committee of the Merchant Officers Labor Alliance (MOLA) met recently at M.E.B.A. HQ. MOLA is an alliance between the M.E.B.A. and MM&P to facilitate cohesion on like-minded endeavors to the benefit of both memberships. Commingled from left to right are MM&P Secretary-Treasurer Steve Werse, M.E.B.A. Executive V.P. Adam Vokac, MM&P Pacific Ports V.P. Dave Boatner, M.E.B.A. Secretary-Treasurer Bill Van Loo, MM&P President Don Marcus and M.E.B.A. President Marshall Ainley.



The Seattle Union hall has relocated to Fife, WA and is open for business. The new space is 20 minutes south from the old hall, right off I-5, near the Port of Tacoma and the Seattle-Tacoma International Airport. Left to right with the new sign out in front of the hall are Bill Knowlton, Patrolman Kevin Cross and Branch Agent Jeff Duncan.



The Calhoun M.E.B.A. Engineering School hosted 28 junior and senior class SUNY Maritime College cadets in January as part of the M.E.B.A. Licensed Cadet Internship Program. The Cadet Program helps pave the way toward terrific careers with the M.E.B.A. for budding young engineers.



Oakland Patrolman Christian Yuhas "reporting for work" during a recent visit to members aboard the Chevron oil tanker OREGON VOYAGER.



Washington State Ferries recently took delivery of its latest vessel, the M/V SAMISH. The Olympic-class ferry can carry 1,500 passengers and 144 cars and was put on the Anacortes to San Juan Island run. This is the second of three newbuilds commissioned to replace the fleet's 1950s-era diesel-electric Evergreen State ferries.



Congressman Duncan Hunter was at the pre-Maritime Day Propeller Club gathering at The Capitol View (formerly “Flying Bridge”) atop M.E.B.A. Headquarters. His Defense bill amendment to boost the funding authorization for the Maritime Security Program for the coming fiscal year recently passed in the House. Left to right are Rep. Hunter (R-CA), the Propeller Club’s Chris Coakley (Saltchuk), Maritime Administrator Chip Jaenichen, MIRAID President Jim Patti, M.E.B.A. Secretary-Treasurer Bill Van Loo, M.E.B.A. Government Affairs Director Matt Dwyer and NASSCO’s Gerry Lamb.

time aboard the ferries in the Alaska Marine Highway System. His father, Bob, recently retired as Chief Engineer in the AMHS after 37 years with the Union. Many thanks to M.E.B.A.’s Bill Knowlton who tended to the needs of the bargaining unit while the position was vacant. He can finally implement his retirement plan that has been on hold for the past few months. Congratulations to both Bill and Isaac!

Military 2 Maritime & Other Recruiting

M.E.B.A. took part in a recent Military 2 Maritime Career Fair in Norfolk, VA – an event that is part of a program to help fast track members of the armed services into careers in the maritime industry. This is another avenue for the M.E.B.A. and industry to address manning issues and offer up terrific job

opportunities for veterans. Sea time and training/licensing requirements have made the cross-over more problematic for veterans seeking work with the M.E.B.A. and other officer unions but the Government’s support for this program is helping to better ease the regulations impeding a fluid transition. Government Fleet Rep. Tracy Burke and Asst. Govt. Fleet Rep. Joe Muchulsky worked the event that took place on March 31st sponsored by the American Maritime Partnership.

M.E.B.A. has been busy with attracting new talent to the ranks. Houston Branch Agent Erin Bertram just completed a successful recruiting mission at Texas A&M Maritime School (her alma mater) before heading north and spending a few days at Kings Point for the Women on the Water (WOW) Conference. The New York contingent

(ACVP Chris Guerra and Patrolman Nico Sermoneta) recently attended a SUNY event as well as job fairs at both Fort Schuyler and Kings Point. West Coast officials (including Oakland Patrolman Christian Yuhas had a successful recruiting event recently with California Maritime Academy cadets. M.E.B.A. also had events at Great Lakes Maritime Academy this year. Boston Rep. Pete Tsarides made recruiting trips to Maine Maritime (where he was joined by Tracy Burke) and Massachusetts Maritime Academy. In all cases, rank and file members were invaluable in assisting these recruiting missions. In addition, the Calhoun M.E.B.A. Engineering School has a full roster of cadets coming in from all over the country to attend the wildly successful three-week Internship Program that takes place in late July.



45 California Maritime Academy cadets (32 pictured) recently attended the annual CMA/Oakland Union hall field trip. Many of those graduating on April 25th showed up at the Union hall hours later to register and light off their shipping careers.

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M.E.B.A.'s Bill Vaughan (center) was recently honored with the Leadership award by the Propeller Club, Port of Tampa Chapter. Bill is the Chief Engineer on the AMERICAN VICTORY, a Victory ship that made missions in the Pacific during World War II. Volunteers keep this floating museum seaworthy allowing younger generations to better understand the winning role of the U.S. Merchant Marine during World War II and other conflicts. On the left is AMERICAN VICTORY volunteer Frank Bose. M.E.B.A. Tampa Rep./Dispatcher Joe Barbacane is on the right.

Food Aid Reformers Seek to Knock over U.S. Shipping's Three-Legged Stool

Renewed Push Takes Myopic Viewpoint of Complex Issue

A bull-in-a-china-shop approach could sound the death knell for U.S.-flag Food Aid preference cargo if Senator Bob Corker gets his way. The Tennessee Republican has introduced legislation, along with Sen. Chris Coons (D-DE), to reform the P.L. 480-Food for Peace program. The proposed system wouldn't turn the program into an entirely cash-based system, but the U.S.-flag cargo preference component would be eliminated. Food for Peace helps feed starving Third World nations while providing critical support to U.S. shipping and American farmers.

At a recent Foreign Relations Committee hearing chaired by Sen. Corker, a parade of witnesses supporting his approach testified that inefficiencies in the current program prevent a more timely and extensive reach to hungry mouths around the world.

The U.S. Merchant Marine has long likened the series of programs that help keep it stabilized to a three-legged stool - the Jones Act, Maritime Security Program and cargo preference laws. Military cargo accounts for about 80% of preference cargo. But U.S.-shipping is already suffering from diminishing cargoes following DOD's drawdown of peacetime forces overseas. The lion's share of the other 20% of preference cargo is primarily accounted for through the Food Aid program and cargoes from the Export-Import Bank. The Ex-Im Bank is also under attack, and at press time, Congress was considering whether to renew the Bank's charter. A loss of Food Aid cargo with no replacement plan would further hasten the spiral of vanishing U.S.-flag vessels and the associated pool of U.S. mariners. It would also desperately complicate the ability to fulfill DOD sealift requirements.

Scheduled witnesses at the recent hearing were all preaching to the Corker choir. The maritime industry was not invited to testify. U.S. Agency for International Development (USAID) Food for Peace Director Dina Esposito said that food purchased locally is more cost efficient and can get to the intended sources in a more timely fashion. She alleged that enough protections are in place to ensure the aid isn't delivered to unintended recipients. During the hearing, Sen. Corker regularly dismissed arguments opposing his own as "hoaxes" saying that special interests "should be ashamed" that they are letting people starve around the world by trying to maintain the current system.

Committee member Sen. Ben Cardin (D-MD) was more mindful of the damaging effects a "reformed" program would have on U.S. maritime. He worried that DOD sealift capabilities would be compromised and, without significant expenditures, would lead to reliance on foreign-flag ships and foreign mariners for critical defense operations. He cited the comments of USTRANSCOM Commander Gen. Paul Selva last month before the Senate Armed Services Committee regarding the potential reduction of Food Aid cargoes for the U.S. fleet. Gen. Selva had stated, "With the recent vessel reductions, the mariner base is at the point where future reductions in U.S.-flag capacity puts our ability to fully activate, deploy, and sustain forces at increased risk."



Food Aid reform proponents should be mindful to proceed without compromising U.S. sealift capabilities. Under the Corker plan, more U.S. dollars would go to foreign farmers to purchase food for third world nations leaving a rift for U.S. farmers and American mariners.

continued



Faces around the Fleet



Engineers aboard the MAERSK HARTFORD on a stop in Houston. Left to right are 1st A/E Paul Tedesco, 3rd A/E Christopher Bolinger, C/E Todd Bilodeau, 3rd A/E George Henderson and Port Relief Engineer Edgar Pacana. Not pictured is 2nd A/E Aurelian Dramba.



Dayworker Marvin Woody gets down to business in the engine room of the Matson vessel M/V MANOA at a recent stop in Tacoma.



M.E.B.A. members sail on the research vessel operated by Columbia University Lamont-Doherty Earth Observatory. The R/V MARCUS G. LANGSETH is regularly utilized for seismic mapping and collecting sediment cores. This shot was taken in Woods Hole, MA in mid-February. Left to right are 3rd A/E Robert Collett, C/E Matthew Tucke, 1st A/E Michael Romero and 2nd A/E Joshua Visel.



After pulling out of the Transpacific (TP-5) service, Maersk Line began changing out several older U.S.-flag vessels with newer ships from its international fleet. Going away were the SEA-LAND LIGHTNING, SEA-LAND INTREPID and SEA-LAND COMET. New to the U.S.-flag are the SAFMARINE NGAMI, MAERSK KENSINGTON and MAERSK KINLOSS. Aboard the KENSINGTON, which was deployed on a run from the East Coast to Middle East, are (l-r) 3rd A/E Andrew Egan, 1st A/E Richard Mossman, 3rd A/E Ethan Barlow, C/E Mike Pride and 2nd A/E Andrew Conroy.

Food Aid continued from

But Sen. Corker rebutted that it isn't USAID's job to ensure that military policy and sealift capability is met. "That's a DOD problem," he announced. He likened the current program to "corporate welfare" favoring shipping companies, a few agricultural interests and a handful of non-governmental organizations (NGOs).

Quizzed as to what group has put up the most resistance against overhauling the Food Aid program, witnesses essentially agreed that it was the maritime industry that has been the most aggressive in its opposition.

There's a good reason for that. In a statement submitted for the record, U.S. maritime interests acknowledged that they can appreciate the desire to fine-tune the Food Aid program, but pointed out any forwarded proposal must ensure that U.S. maritime jobs, U.S.-flag ships and logistical networks available through the Maritime Security Program are not threatened. A number of shipping companies, associations and maritime labor unions, including the M.E.B.A. and AMC, crafted and signed onto the statement. Unfortunately the Corker/Coons legislation to reform Food Aid, the statement reads, "does not adequately address the impact that the complete elimination of the U.S.-flag shipping requirements...will have on MSP and the U.S.-flag maritime industry. In fact, [their elimination] will diminish our nation's U.S.-flag sealift capability and will result in the loss of American jobs."

If we allow ourselves to follow this path without regard for U.S. shipping, the Government will have to spend far in excess of the cost of cargo preference in direct spending to replicate the national security capabilities of the privately owned U.S.-flag commercial fleet. With the assistance of our Political Action Fund, M.E.B.A. continues to battle against this threat and other challenges to our industry.



The Maritime Security Program vessel MAERSK ALABAMA in Papua New Guinea. The vessel was famously carrying Food Aid cargo in April 2009 when Somali pirates attempted a hijacking before being thwarted by a crafty Chief Engineer and other ALABAMA crewmembers.



M.E.B.A. members reflect well on the Maersk Line-managed vessel SEA-LAND INTREPID. Normally accustomed to working at "blinding" speed, they were enjoying an extended stay in San Francisco Bay at the time of the photo. The vessel recently wrapped up its service in the TP-5 trade before swapping out with one of Maersk's international fleet vessels. Left to right are 3rd A/E Hieu Nguyen, 2nd A/E Greg Revers, 1st A/E Vlad Gostevskiyh, C/E Rob McGuire and Kings Point Engineering Cadet Alex Shiber.



The M.E.B.A.-crewed USNS GRASP is supporting U.S. Naval forces operating in the U.S. 6th Fleet area of responsibility. The Military Sealift Command rescue and salvage ship, crewed by M.E.B.A., MM&P and SIU, is conducting dive and salvage operations as well as training with partners and allies.



Faces around the Fleet



Onboard the OSG vessel OVERSEAS HOUSTON, Gulf Coast V.P. Phil Sistrunk visited with members and discussed issues related to the upcoming contract reopener among other topics. Left to right are 1st A/E John Guccione, C/E Gregory Smith, 3rd A/E Mary Kathleen Rea and 2nd A/E Peter R. Meglow.



The four-door 2001 Cadillac Seville SLS owned by former President Jesse Calhoon will be raffled off this summer to benefit the M.E.B.A. Merchant Marine Memorial Foundation. The Calhoon family donated the car for the cause.



Matson MOKIHANA 2nd A/E Derrick Burns getting ready to take on fuel while in the Port of Oakland.



Onboard the Patriot-managed LMSR USNS WATKINS. The fellas are seen overhauling the elevator gear box. Left to right are C/E Steve Granahan, 1st A/E Ed Ferrel, and QMED Casey McLaughlin who will soon ship out as an M.E.B.A. 3rd A/E. Thanks to member Justin Litterine for snagging the shot.

Matson, Pasha Group Make Waves as Sale of Horizon Lines is Finalized

Horizon Lines shipping operations, a lineage that stretches back to the early days of containerization with Sea-Land Service, has sailed to the end of the line. Matson Inc. and The Pasha Group have grabbed the torch from the now-defunct Horizon Lines as of May 29, the day the two-step acquisition was finalized.

The Pasha Group takes over Horizon's Hawaii operation including the four U.S.-flagged, M.E.B.A.-crewed vessels operating in that trade consisting of the HORIZON ENTERPRISE, HORIZON PACIFIC, HORIZON RELIANCE and HORIZON SPIRIT. Crowley subsidiary Marine Transport Management, Inc. will manage the ships. Sunrise Holdings is bareboat chartering the vessels and is serving as the operator. The company plans to operate the vessels alongside their two existing ships that utilize non-M.E.B.A. labor – the combination container/roll-on/roll-off vessel MARJORIE C and the pure car/truck carrier M/V JEAN ANNE.

M.E.B.A. is enthused to begin working with The Pasha Group and looks forward to a long and mutually beneficial future in the Hawaii trade. Our members continue to work under the terms of the Horizon contract which stretches out until 2022.

Once the Pasha deal was finalized, Matson was able to close on the second-part of the acquisition which involved the purchase of Horizon's Alaska operations and assumption of all non-Hawaii business liabilities. Matson announced it would continue Horizon's long operating history in Alaska "with a three vessel deployment of diesel powered Jones Act qualified containerships that provide two weekly sailings from Tacoma to Anchorage and Kodiak, and a weekly sailing to Dutch Harbor." The Horizon vessels actively serving in the Alaska run include the HORIZON ANCHORAGE, HORIZON KODIAK and the HORIZON TACOMA.

M.E.B.A. is excited to be expanding our relationship with Matson and will continue our commitment to quality that Matson expects.



M.E.B.A. officials from our Seattle (Fife) Union hall dropped in to visit with our members on the M/V HORIZON KODIAK in Tacoma, WA a few weeks before the sale was finalized. Engineers were in the midst of a Main Engine Exhaust Valve change-out. The vessel is now part of the Matson fleet. Left to right are Relief C/E Kevin Wrey, Seattle Branch Agent Jeff Duncan, Relief 1st A/E Tom Myatt and Rotary 3rd A/E Robert Scott Bell.



The HORIZON ENTERPRISE is now part of Pasha and continues its service between the West Coast and Hawaii. There was no loss of M.E.B.A. jobs following the completion of the complex two-part acquisition of Horizon Lines.



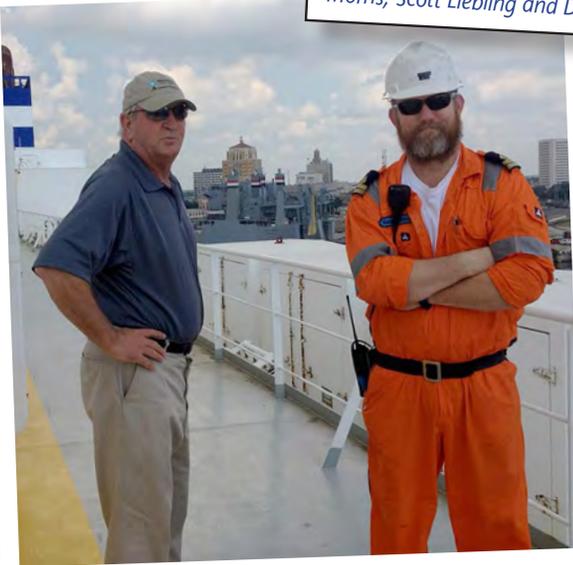
Aboard the HORIZON CONSUMER some weeks back before the acquisition was finalized. Matson owns the vessel but is chartering the ship to Pasha while two of the M.E.B.A.-crewed Horizon vessels get some work done before reentering the Hawaii trade under the Pasha banner. Left to right are Oakland Patrolman Christian Yuhus, 2nd A/E Tony Macatiag, Day 2nd A/E Mike Marino, 1st A/E Michael Crotty, 3rd A/E Marvin Woody, C/E Mike Collinworth and 3rd A/E Brian Nakayama.



Faces around the Fleet



Former Houston Branch Agent and Trustee Scott Liebling honored the memory of Pat Morris by presenting scholarships in Pat's name to two students from Lone Star College Cy Fair. Pat Morris, who died last year, was M.E.B.A.'s Legal & Legislative Affairs Director under M.E.B.A. President Larry O'Toole. The Didwell Liebling Opportunity Scholarship was presented to Meghan Turpin and Diego Paz. Pat's wife Mary Morris visited with the students in February and presented them with certificates honoring Pat's life, work, family and dedication to education. Pictured left to right are Meghan Turpin, Mary Morris, Scott Liebling and Diego Paz.



Aboard the M-Ships-managed ALLIANCE NORFOLK which is crewed by the M.E.B.A. from top to bottom. Left to right are Captain Dan Davis, Jr. and Second Mate Jack Jansen who are ready to perform a boat test while in Beaumont, TX.



A St. Patrick's Day crew change in Houston, Texas onboard the heavylift vessel M/V OCEAN GLOBE managed by Waterman Steamship. At left is 1st A/E Roland Meyers Sr. who was relieving 1st A/E Tom McKenzie (center) with 3rd A/E Rolando Facundo at right.



The Engine department aboard OSG's OVERSEAS LOS ANGELES in Richmond, CA. Left to right are DEU Ali Saeed (SIU), 2nd A/E John Bordeaux, 3rd A/E Jeff Chap, DEU Hamed Almuflihi (SIU), C/E Ed Ponce and 1st A/E Brian Brady.



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."

WILLIAM ROBERT BOGENRIEF



William Robert Bogenrief sailed into the sunset on March 28, 2015 at the age of 93. Rob graduated from North Dakota

State University with a degree in electrical engineering before honing his skills at the U.S. Merchant Marine Academy in Kings Point, NY. World War II interrupted his schooling so he pitched in for the war effort and finished his education following the conclusion of hostilities. Rob was employed by the American Bureau of Shipping in New York and later by Chevron Shipping. He married Kathryn in Flushing, Long Island in February 1944 and lived for 20 years in North Plainfield, New Jersey. By the age of 32, Rob had visited 54 different ports. He was transferred to Tokyo, Japan and moved there with his wife and two sons in 1954. His daughter Tina was born in Tokyo where they lived for five years. He moved back to the New York office then to San Francisco 20 years later where he was Assistant Manager of "Maintenance and Repair" for the Chevron fleet. Upon retirement, Rob went to work for the M.E.B.A. where he served as Chief Engineer on LNG tankers. He retired from the

sea in 1992 and spent time with his computer and family. He was a devoted, loving husband and an adoring father, grandfather and great-grandfather. Rob was kind, loving, and helpful to anyone who needed assistance. He leaves behind his wife, son David, and daughter Tina, eleven grandchildren and nine great-grandchildren.

FRANK G. BRESSI SR.



Frank G. Bressi, Sr. crossed the bar on January 6, 2014 at the age of 83. He served honorably in the U.S. Air Force during the

Korean War. After his discharge, he joined the M.E.B.A. and sailed all over the world. He was a Chief Engineer who spent time with Moore McCormack, U.S. Lines and many other steamship companies. Frank was a graduate of the Cambridge School of Radio Broadcasting, a licensed private pilot and a parishioner of Holy Trinity Church of Christ the King Parish, Long Branch, NJ. Born in Sant'Andrea, Calabria (Italy), he came to America as a child, settling in Watertown, Massachusetts before relocating to Long Branch, New Jersey in the 1960s where he fell in love and raised a family. Survivors include

his loving wife Marlene, son Frank Bressi, Jr. and brother Jim, as well as many cousins, nieces and nephews.

JAMES ARNOLD CALHOUN

James Calhoun sailed into another life on February 23, 2015 at the age of 88. A resident of Biloxi, Mississippi, he went to sea for 45 years visiting every part of the globe. He last shipped out in 1985 for Sea-Land Service shortly before taking his well-deserved retirement. James was an avid Ham Radio operator. He is survived by his loving wife of 66 years Polly as well as daughter Dr. Linda Calhoun. He is buried at Woodland Cemetery in Kentwood, LA.

JIM H. DELONG



The Creator rang down 'finished with engines' for Jim DeLong on June 8, 2014 at the age of 89.

Born in San Angelo, Texas, Jim grew up on his family's ranch by the Concho River. Following WWII, Jim graduated the Merchant Marine Academy and began shipping out as a radio officer. He kept the communication lines open during the rest of the 1940s and early 1950s. In 1954, he and his family moved to Alamogordo where he got involved



with missile telemetry. One of his more enjoyable assignments was at Fort Churchill, Canada from 1957-1958, as part of the International Geophysical Year researching the makeup of the Northern Lights. In 1960, he was placed in charge of the tracking station in Corpus Christi, Texas during NASA's Project Mercury. Before retiring, Jim satisfied his love of the sea one more time and shipped out on various vessels from the Gulf of Alaska to the Singapore Straits. He served as Secretary-Treasurer for the Radio Officers' Union which was a part of the M.E.B.A. at that time. Most of his life, he was an avid Ham Radio operator (W5PLH) and maintained contact with other operators throughout the world many years past his retirement. Being raised on a ranch, Jim was also an avid hunter and fisherman, and hunted elk late into his golden years. He is survived by his two children, Hal DeLong and Deidra Eckerd, five grandchildren and four great-grandchildren. Jim always enjoyed watching sunsets from his home. He had a way with words and he loved to share his life and thoughts with family and friends.

JOHN PAUL FEELEY



John Paul Feeley reached his final shore on January 29, 2015 at the age of 75. He was born in Chester, PA, had a passion for firefighting and seafaring, and found a way to pursue both interests. At age 19, John Paul began his career at sea as a wiper and soon found himself moving up the ladder. Through hard work and a quest for knowledge, John Paul eventually rose to Chief Engineer at the young age of 36. During his time working for Lykes Bros. Steamship Co., John Paul had the opportunity to see much of the world. As he said, "If it's got 20 feet of water around it, I've probably been there." In 1984, John Paul went to work for the Trinidad Corp. aboard an oil tanker making

pipeline runs to Valdez, Alaska. He continued in this role until his retirement. While John Paul made his career on the sea, his true passion was for volunteer firefighting. His 60 years of service began in 1954. Despite an age requirement of 16, John Paul managed to join at the age of 15. He became part of the Vidor Volunteer Fire Dept. in the late 1960s, rising to the rank of Chief and continuing in that role until his retirement to Ivanhoe in the mid-1990s. His plan for a quiet retirement was short-lived – John Paul soon found the call of the fire service once again. For the last 18 years of his life, he served as Training Director of the Ivanhoe Volunteer Fire Dept. and ultimately the Chief. During that time, he played a pivotal role in both Hurricanes Rita and Ike. John Paul is survived by his sister Rosemary, nephews William, Robert and John Wissler, great nephews and a great niece.

LEWIS K. FULTON

Lewis Fulton sailed toward safe haven on January 6, 2015 at the age of 87. He was a young man when World War II broke out. Lewis learned his engineering skills during the war and perfected them soon after when he joined the M.E.B.A. and began shipping out. He sailed around the world many times for a variety of shipping companies. Lewis last went to sea aboard the SEA-LAND CONSUMER in 1985 shortly before his retirement. He is survived by his wife Stamatia and sons John and Michael.

JOSEPH L. HANDZEL



Joseph Handzel climbed the gangway to the great beyond on August 4, 2014 at the age of 88. The son of Slavic immigrants from the Austro-Hungarian Empire, he joined the Navy and served admirably in WWII. He was a graduate of the U.S. Maritime Service Officers School in Fort Trumbull,

CT. During a lengthy shipping career in which he rose to Chief Engineer, he received the Atlantic War Zone Bar, the Pacific War Zone Bar and the Mediterranean Middle East War Zone Bar from the War Shipping Administration as well as the Vietnam Service Bar. His ships included the USS INTREPID, SS CONSTITUTION, SS INDEPENDENCE and the gas turbine ADMIRAL WILLIAM M. CALLAGHAN. He considered his service on the INDEPENDENCE as his proudest accomplishment. His travels took him to many ports in North America, Europe, Asia and Africa – his favorite was Sydney, Australia. He went to India on the day of that country's independence and to Palestine at the time of the partition that created the State of Israel. He was also afforded the opportunity to participate in a Papal audience at the Vatican. He spent many years shipping with American Export-Isbrandtsen Lines before retiring at 62. He came out of retirement during the First Gulf War as a consultant providing critical assistance as the U.S. mobilized its merchant fleet to transport materials to the Middle East. In retirement, he also served as Chief Engineer on the Cape May-Lewis ferries. His last home was in Holmes Beach, FL on Anna Maria Island on Florida's west coast. There, he looked forward to his daily workout at the fitness center, his daily trip to the north end of the island to read while overlooking Tampa Bay, eating dinner at his favorite Bradenton area restaurants and viewing the spectacular sunsets keeping an eye out for the "green flash" that is sometimes observed. He took pride in his ability to maintain this independent routine until his illness. Joseph will be remembered as a fiercely independent and intensely private individual who was hard working and devoted to the well-being and security of his family. His survivors include his son Rev. Steven J. Handzel, daughter Marcia L. Cleason, six grandchildren, three great-grandchildren, a niece and a nephew.

JACK D. JACKSON SR.



Jack Jackson Sr. made his final crossing on January 7, 2015 at the age of 87. A teenager during World War II, he proudly served his country in the US Army. He eventually suited up with the M.E.B.A. and showcased his engineering skills for a variety of companies but spent most of his years with the Panama Canal Company serving as Chief Engineer. He last shipped out aboard the NANCY LYKES in November of 1986. Jack is survived by his wife of 55 years Olga, sons Jack Jr. and Edgar, daughter Olga J. Wood, two grandchildren and numerous nieces and nephews.

FRANK PAUL KIRSCH



Frank Kirsch steamed into the sunset on February 2, 2015 at the age of 56. Outgoing and affable, his sharp Brooklyn wit made him a popular shipmate on the many vessels he served aboard. A steady and expert hand in the engine room, he was patient and generous with his time in showing the ropes to the younger engineers. He last shipped out on the HORIZON TRADER in 2009 before he retired from the sea due to illness. Frank was a proud graduate of the Calhoun M.E.B.A. Engineering School and was a great believer and advocate of all things M.E.B.A. He is survived by Roxie, his loving wife of 25 years. Other survivors include his father Frank and mother Guila as well as sisters Diane and Debbie.

JOHN B. MURRAY

John Murray sailed into the sweet hereafter on November 30, 2014 at the age of 85. He was a U.S. Navy veteran of the Korean War and was a member of the American Legion. After the war, he suited up with the M.E.B.A. and sailed around the world for a variety of shipping companies. He later became a New York City cargo inspector for many years. John was a member of

the St. Luke's Catholic Church of Stroudsburg, PA where he was an usher and worked on the Festival committee. He was also a very active Knight of Columbus and a member of the 980 Assembly Fourth Degree. He is survived by his daughter Anne M. Westbrook, grandson Christopher A. Westbrook, as well as sisters Helen Janek and Katherine Kennedy.

RONALD GLENN NOHE



Ron Nohe eased into the firmament on Feb. 7, 2015 at the age of 85 at his home on Nohe Run Road in Belleville, West Virginia. Ron grew up with his six brothers and sisters on the Nohe family farm in Belleville. When he turned 17, he joined the U.S. Army in the 101st Airborne Division and was stationed in Japan for three years. After completing his service, he began his career as a mariner traveling the world for 37 years. He retired as Chief Engineer and spent much of his time heading up vessels for SEA-LAND/MAERSK. Ron then fulfilled his dream by purchasing the Nohe family farm, which had been maintained by the Nohe's since the 1800s. Ron was an honest, hardworking, straight-forward, true-to-his-word man with a unique laugh. His life came full circle when he re-united with his childhood sweetheart, Wilma Jean Pickering and her immediate family, Cathy, Vanessa, Alex, and Pete. Together, Wilma Jean and Ron shared great times and memories until 2007, when Wilma Jean was called to join the Lord, reserving a place for Ron.

DAVID G. PATLAN



David G. Patlan sailed off toward his final port call on November 29, 2014 at the age of 86. As a young man, he joined the M.E.B.A. and worked for a variety of shipping companies including Lykes Bros. Steamship Co. He rose through the ranks and eventually

earned his Chief Engineers' license. He last went to sea in 1990 aboard the MALLORY LYKES. Like so many other merchant mariners, he endured rough seas, hard times, and months away from home. He also met and married his wife Hannah Elizabeth Denny (Joan) who he brought from Liverpool, England back to the States. He is survived by his wife Hannah, two daughters and two sons and many grandchildren and great-grandchildren as well as many nieces, nephews, cousins and a host of friends.

ALBERT J. RENAUD

Albert Renaud set course for calmer waters on March 27, 2015 at the age of 94. He was a member of the Greatest Generation and served his country proudly through World War II, making daring missions on the dangerous Murmansk Run to help battle the Nazi threat. He strung together many productive years sailing for the M.E.B.A. blue and gold before finally retiring from the sea in 1983. He is survived by his wife Maria among others.

LLOYD ALLEN ROBERTS SR.

Lloyd Allen Roberts, Sr. shipped off toward his final destination on March 30, 2015 at the age of 91. He was born in London, Ontario (Canada) and eventually suited up with the M.E.B.A. for many prosperous years keeping ship engines purring along. He last went to sea in 1990 with Farrell Lines. Lloyd was preceded in death by his loving wife of 68 years, Peggy Roberts in 2010. He is survived by his daughter Sue, son Lloyd Jr., five grandchildren, five great-grandchildren, brother Clifford and many nephews and nieces.

JAMES FLETCHER ROBERTSON

James Fletcher Robertson sailed off to his final port of call on April 9, 2015 at the age of 84. He spent many productive years with the Union. He is survived by his wife Lida, sons Jimmy and Tommy, sister Geraldine Verhine, brother Norris and four grandchildren.

JOHN F. ROMAN

John Roman embarked on his final passage on February 13, 2015 at the age of 100. He was born in South Boston and joined the war effort serving as a mariner in the so-called Fourth Arm of Defense during WWII. He continued shipping out after the cessation of hostilities, earning his Chief Engineer's license and putting in 38 years on various vessels. He was a member of the Masonic Lodge since 1957 as well as the Quincy Yacht Club. He enjoyed working around his home and taking care of his family. He was the beloved husband of the late Joanna Roman. Survivors include daughters Frances Prestwich and Johanna Roman, son John Jr., nine grandchildren and seven great-grandchildren.

LILA LOHR SILVERMAN

Lila Silverman eased into eternity on Sept. 27, 2007 at the age of 85. She was the Executive Secretary at M.E.B.A.'s Wilmington Union hall beginning in the late 1960s/early 70s. She primarily served under Wilmington official Clyde Dodson then later Ted Kedzierski. She was a rock – dependable and efficient, keeping the hall running smoothly for 18 years. She retired in May of 1988. Born in Brooklyn, Lila originally began her working career as a legal secretary for attorney Alex Wiltse. After his death, she worked at a casket company on Maine Street in Catskill. After her M.E.B.A. career in L.A. she moved to Seattle and married her husband Sam, who later served as an M.E.B.A. Patrolman in Wilmington. Her passing was made known to the M.E.B.A. upon the death of her husband. She is survived by stepchildren Penny, Dan and Rick Silverman; three nephews and a niece, as well as several great-nieces, great-nephews, and step-grandchildren.

SAMUEL D. SILVERMAN

Samuel Silverman made his last muster on March 30, 2014 at the age of 78. He last shipped out aboard the Matson vessel SS KAINALU in 1995 concluding a long and prosperous career at sea. He then took a shoreside job with the Union for a short stint serving as Patrolman in Wilmington under Branch Agent Cecil McIntyre during the Shandrowsky administration. Sam was married to Lila, who had worked as the Executive Secretary at the Wilmington hall for 18 years. He settled down with Lila near Seattle after his retirement from the Union in 1997. He is survived by children Penny, Dan and Rick as well as many other relatives and friends.

JOHN TREGELLAS

John Tregellas pushed off toward his final frontier on July 28, 2014 at the age of 66. John had a brief career with the M.E.B.A. before his retirement in 1992. He is survived by many family and friends.

ROY RAYMOND VATER

Roy Vater sailed for the great unknown on November 29, 2014 at the age of 93. He grew up on a farm in Santa Rosa, CA and plowed fields, milked cows, cared for chickens and harvested fruit. At the age of 20, Roy signed up for a seafaring career and shipped out over the next 35 years. He traveled extensively to many countries. On a trip to Sweden he met a lovely Swedish lady named Inga Broman who soon became his bride. Roy and Inga maintained a home in New Jersey until he retired from his life at sea. Roy always loved Sonoma County, so he bought some property in Sebastopol. He designed and built a house and went back to farming. He planted an extensive garden of fruit trees and

berries as well as a variety of vegetables which he sold to local stores and farmer's markets. He was also in the beekeeping business and sold honey. Roy was preceded in death by Inga but is survived by his sister Mae Turner and nieces Nancy Turner and Jenny Smith.

FRANK J. VOLONNINO



Frank Volonnino steamed into the hereafter on January 23, 2015 at the age of 89. In 1943, Frank entered the U.S. Army/Air Force as a flight cadet. He attained the rank of Technical Sergeant and flew 25 combat missions including two over Berlin as a Radio Operator on a B-17 with the 100th Bombardment Group of the Eighth Air Force. A graduate of New York University, he earned a Bachelor's degree in Economics. He went on to serve as a Radio Officer with the Military Sea Transportation of the United States Navy. He was a Member of the ROU and last went to sea in 1990 working aboard the SEALAND CONSUMER. He is survived by Poldi, his loving wife of 41 years. Other survivors include brother Robert, cousins in Texas and New Jersey as well as many other relatives and friends.

CLAUDE J. WHEELER



Claude (CJ) Wheeler sailed into the next life on November 25, 2014 at the age of 88. CJ served in WWII in the Maritime

Service until the end of the war when he went back and graduated from Roosevelt High School. After that, CJ went to sea once more working in ship engine rooms and doing what he loved for the next 36 years. He enjoyed retirement by traveling, snow skiing,

biking and visiting with family. CJ always said he had a good life and he lived it to the fullest. He was a good and loving father and grandfather. He is survived by daughters Peggy Jo Schnee and Claudette Wheeler, son Paul, seven grandchildren and eight great-grandchildren.

WESLEY WILLIAMS

Eight bells rang for Wesley Williams on November 24, 2014 at the age of 91. The youngest of six children, Wes grew up in Brooklyn and Flushing, NY. A member of the "greatest generation," he joined the Navy and served in

WWII. After the war he married Josephine McDermott and moved to Ketchikan, Alaska. He worked at the Ward Cove Mill as a logger before suiting up with the Alaska Marine Highway System where he put in many quality years. After Jo died in 1972, he moved to Washington State and later married Renae Schow. Wes and Renae built a big house on a lake, a place where the blended family could gather. When he retired from the AMHS, they moved back to Ketchikan for many years before ending up in Sequim, WA. Renae died in 2011. Wes could fix anything and

was a creative woodbutcher, making numerous objects in his workshop for his family and friends. He was a dog park regular with his little dog Nicky. His smile and sense of humor will be missed. He is survived by numerous grandkids, great-grandkids, his dog park friend Jan, children Wesley (Pinky) & Martha & family; Kathleen (Shrimp) & Sue & family; Edward & Debbie & family; Mary Gregg & Doug & family; Renae's daughters Stacey & James Songstad & family; and Cindy & Steve Lund & family.



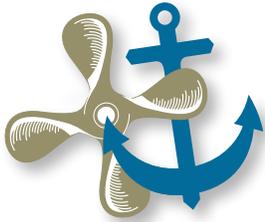
Members on the Chevron tanker OREGON VOYAGER. Left to right are 3rd A/E Carroll Bennett, 1st A/E Dave Cash, 2nd A/E Brian Prothero and 3rd A/E Justin Lyons. M.E.B.A. recently netted wage increases for members serving in the fleet following a reopener negotiated by West Coast officials along with a rank and file team.



Aboard the Keystone-managed CAPE RACE, a Ready Reserve Force vessel berthed in Portsmouth, VA. Sitting is Dawn Johnson. Standing (l-r) are M.E.B.A. Second Mate Robert Sundius III and Richard Gould packing up items that were being donated to a homeless shelter in Portsmouth as the RACE returned from its mission in Liberia supporting Operation United Assistance. Items were bought by the crew from the slop chest.



During the Memorial Day "Salute to Veterans" cruise on the JEREMIAH O'BRIEN, M.E.B.A. dedicated a Hawaiian Lei "in memory of all M.E.B.A. veterans and their families."



Faces around the Fleet



Onboard the APL PHILIPPINES recently in Oakland. Members were making repairs on the main engine blowers. Left to right are 3rd A/E Alex Simard, C/E Cle Collins, 1st A/E Ernest Leep, 2nd A/E James Sevitz, M.E.B.A. Dayworker Jim Rowe, MFOW wiper Terry Carter, M.E.B.A. Dayworker Niko Reyer and an Engine Cadet.



M.E.B.A. officers onboard the MSC shallow draft tanker SLNC PAX, managed by Patriot Contract Services. The vessel was returning to Hakozaki after another successful trip to Kwajalee Atoll. From left to right are 1st A/E Todd Roy, 2nd A/E Charles Apudo, C/E Tim Kelley & 3rd A/E Mike Morris.



A recent Small Arms course at the Calhoun M.E.B.A. Engineering School, the foremost continuing education facility for licensed officers. Kneeling in front are Mike Bates, Phil Walker (with the "Top Gun" award) and Matt Sneed. Standing from left to right are Instructor Dave Sears, Hugh Reece, Pete Warner, Rob Armandi, Eric Hill, James Mathews and Instructor Dan Tuel.



Instructor Ernie Clements took this shot of graduates of the Calhoun M.E.B.A. Engineering School's latest Diesel Engineering class. The six-week course concluded in late May. The next D.E. course is scheduled for September. From left to right are Jose Vazquez, Franz Holzmann (MSC), Leonard Goebel, Eric Wiberg, Atley Vickers Jr. (MSC), Thant Yung and Louai Abdou.

M.E.B.A. DIRECTORY



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.

Headquarters

Marshall Ainley, President
Bill Van Loo, Secretary-Treasurer
444 N. Capitol Street,
NW, Ste. 800
Washington, DC 20001
Office No. (202) 638-5355
Fax No. (202) 638-5369
mebahq@mebaunion.org
www.mebaunion.org

Government Fleet

Tracy Burke, Govt. Fleet Rep.
Cell: 804-614-8717
Office: 757-440-1820
tburke@mebaunion.org

Ports

Baltimore

Tom Leahy, Dispatcher
1003 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 685-5353
Fax No. (410) 685-5355
baltimore@mebaunion.org

Boston

Peter Tsarides, Representative
Marine Industrial Park
12 Channel Street, Ste. 606
Boston, MA 02210
Office No. (617) 261-2338
Fax No. (617) 261-2340
wcampbell@mebaunion.org

Charleston

Harry Toler, Representative
4706-A Spruill Avenue
North Charleston, SC 29405
Office No. (843) 744-5088
Fax No. (843) 744-4979
charleston@mebaunion.org

Cleveland

Cheryl Kostreba, Dispatcher
1250 Old River Rd.
3rd Floor
Cleveland, OH 44113
Office No. (216) 579-6322
Fax No. (216) 862-9669
cleveland@mebaunion.org

Honolulu

Luke Kaili, Representative
521 Ala Moana Blvd., Ste. 254
Honolulu, HI 96813
Office No. (808) 533-1910
Fax No. (808) 533-1911
lkaili@mebaunion.org

Houston

Erin Bertram, Branch Agent
Donn Reamer, Dispatcher/Rep.
316 Broadway
Houston, TX 77012
Office No. (713) 923-9424
Fax No. (713) 923-2749
Houston@mebaunion.org

Jacksonville

Liz Pettit, Dispatcher
349 E. 20th Street
Jacksonville, FL 32206
Office No. (904) 765-6100
Fax No. (904) 765-4050
Jacksonville@mebaunion.org

Los Angeles/Wilmington

Richard Doherty, Branch Agent
John McElhone, Patrolman
Yvette Reed, Dispatcher
533 N. Marine Avenue
Wilmington, CA 90744-5527
Office No. (310) 548-7358
Fax No. (310) 984-1409
Plans No. (310) 547-1264
losangeles@mebaunion.org

New Orleans

Phillip Sistrunk,
Gulf Coast V.P.
811 Carondelet Street
New Orleans, LA 70130-3707
Office No. (504) 523-1884
Fax No. (504) 523-6911
Plans No. (504) 523-5542
neworleans@mebaunion.org

New York/New Jersey

Chris Guerra, Atlantic
Coast V.P.
Nico Sermoneta, Patrolman
Mike O'Toole, S.I. Ferry Rep.
Sharon Van Geldren, Dispatcher
37 Edward Hart Drive
Jersey City, NJ 07305
Office No. (201) 433-7700
Fax No. (201) 433-7959
Plans No. (201) 433-8286
newyork@mebaunion.org

Norfolk

Tracy Burke, Branch
Agent/Govt. Fleet Rep.
6325 North Center Drive
Suite 100
Norfolk, VA 23502
Office No. (757) 440-1820
Fax No. (757) 489-4126
Plans No. (757) 440-2427
norfolk@mebaunion.org

Oakland

Adam Vokac, Executive V.P.
Christian Yuhas, Patrolman
Kathy McCurdy, Dispatcher
548 Thomas L. Berkley Way
Oakland, CA 94612
Office No. (510) 291-4912
Dispatcher No. (510) 291-4917
Fax No. (510) 835-0384
sanfrancisco@mebaunion.org

San Juan

ILA Building
1055 Kennedy Ave.
Suite 201
San Juan, PR 00920
Office No. (787) 724-3600
Fax No. (787) 723-4494

Seattle

Jeff Duncan, Branch Agent
Kevin Cross, Patrolman
Isaac Seidman, WSF Rep.
Kirsten Wilhelm, Dispatcher
5210 12th Street E.
Fife, Washington 98424
Office No. (206) 762-0803
Fax No. (206) 762-6163
Plans No. (206) 767-1955
Plans Fax No. (206) 767-1973
seattle@mebaunion.org

Tampa

Joe Barbacane, Dispatcher/Rep.
4333 South 50th Street
Tampa, FL 33619
Office No. (813) 247-7223
Fax No. (813) 247-6297
tampa@mebaunion.org

M.E.B.A. Divisions

City & Borough of Juneau (CBJ)

Ben Goldrich, Representative
229 Fourth Street
Juneau, AK 99801
Office No. (907) 586-6040
Fax No. (907) 586-8216
alaska@mebaunion.org

Professional, Office & Industrial Division (POID)

April Fleischer, Representative
21809 Longs Peak Ln.
Parker, CO 80138
(720) 283-1568
Fax: (720) 283-1569
poid@mebaunion.org

24 M.E.B.A. HOTLINE
1-888-519-0018

M.E.B.A. Plans

M.E.B.A. Benefit Plans

Allen R. Szymczak,
Administrator
1007 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 547-9111
Fax No. (410) 385-1813
Toll Free No. (800) 811-6322
benefits@mebaplans.org

Training

Calhoun M.E.B.A.

Engineering School

Chuck Eser, Director
27050 St. Michaels Road
Easton, MD 21601
Office No. (410) 822-9600
Fax No. (410) 822-7220
info@mebaschool.org

Diagnostic Centers

Baltimore

1005 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 547-9111 (x1278)
BaltimoreClinic@mebaplans.org

San Francisco/Oakland

548 Thomas L. Berkley Way,
1st Floor
Oakland, CA 94611
Office No. (510) 663-6810
Fax No. (510) 663-6818
OaklandClinic@mebaplans.org

M.E.B.A. Affiliates

Association for Los Angeles

Deputy Sheriffs (ALADS)

Don Jeffrey Steck, President
Mark Claahsen, Vice President
2 Cupania Circle
Monterey Park, CA 91755
Phone: (800) 452-5237
www.alads.org

California Association of Professional Employees (CAPE)

Carlos Clayton, President
Linda Andres, Vice President
1910 W. Sunset Blvd., Suite 600
Los Angeles, CA 90026
(213) 484-0400
www.capeunion.org

Los Angeles County Lifeguard Association (LACoLA)

Ken Haskett, President
1140 Highland Ave., Suite 180
Manhattan Beach, CA 90266
(310) 802-3565
www.lacola.org

Municipal Construction

Inspectors Association (MCIA)

Johnny Yutronic, President
205 S. Broadway, Suite #508
Los Angeles, California 90012
(213) 620-1402
www.mymcia.org

National Federation of Public and Private Employees (NFOPAPE)

Daniel Reynolds, President
1700 N.W. 66th Ave., Suite 100
Plantation, FL 33313
(954) 797-7575
www.federationmembers.org

Professional Aviation Safety Specialists (PASS)

Michael Perrone, President
Richard Casey, National V.P.
1150 17th St., N.W., Suite 702
Washington, D.C. 20036
(202) 293-7277
www.passnational.org

Unión de Ingenieros Marinos (U.I.M.) – Panama

Luis Yao Chaw,
Secretario General
Rolando Arrue, Press Secretary
P.O. Box 0843-00122
Panama,
Republic de Panama
Phone: 011-507-314-0302
abim_meba@cwpanama.net

American Maritime Congress (AMC)

James Caponiti, President
Diane Luensmann,
Maritime Policy Director
444 North Capitol Street, N.W.
Suite 800
Washington, D.C. 20001
Office No: (202) 347-8020
Fax: (202) 347-1550
www.americanmaritime.org

International Transport Workers Federation (ITF)

Anthony P. Sasso, ITF Inspector
P.O. Box 321021
Cocoa Beach, FL 32932
Office No. (321) 784-0686
Cell No. (321) 258-8217
Fax No. (321) 784-0522
sasso_tony@itf.org.uk



The multi-talented Andy Goodman at the Western States Blacksmith conference in Hollister, CA. An M.E.B.A. Engineer who ships out of the Oakland hall, Andy is a gifted metal worker who moonlights as a member of the California Blacksmithing Association. In his M.E.B.A. coveralls, he enlightened a whole new crowd about the value of the U.S. Merchant Marine.



Master-at-Arms 3rd Class Joshua Putman stands a security watch aboard the M.E.B.A.-crewed Military Sealift Command joint high-speed vessel USNS SPEARHEAD. The JHSV, which was moored in Dakar, Senegal in this photo, was supporting Exercise Saharan Express 2015. Saharan Express is a U.S. Africa Command-sponsored multinational maritime exercise designed to increase maritime safety and security on the west coast of Africa.



The M.E.B.A.-crewed MSC fleet replenishment oiler USNS PECOS participating in an exercise during Multi-Sail 2015. The Navy Pacific Fleet exercise is designed to assess combat systems, improve teamwork and increase warfighting capabilities. The guided-missile destroyers USS FITZGERALD and USS LASSEN can also be seen in this shot with the PECOS.



M.E.B.A. 3rd A/E Orlando Pabon with his ship, the OSG SANTORINI. The vessel got some work done at the Grand Bahama Shipyard in Freeport and was back in action a few days after this shot.