

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Spring/Summer 2013



**A Look Inside
Shipping on the
Great Lakes**



Faces around the Fleet



Golden Gate Ferry Representative and Vessel Master Barton Hackworth (and his kids and neighbor's kid) stand in unity with the I.B.U.



The OREGON VOYAGER while docked in LA Harbor. Pictured from L-R are 1st A/E Dave Cash, 3rd A/E Joe Durkin, 3rd A/E Eric Wolanen, LA Representative John McElhone, C/E Tim Burk (hardhat), 3rd A/E Ryan Noonan, 2nd A/E Kim Miller and LA Branch Agent Rich Doherty.



Seattle Branch Agent Dave Nashif led the campaign to support Washington State Senator Barbara Bailey (R-10th). Her defeated opponent championed an anti-M.E.B.A. sentiment in the Washington Legislature adversely affecting our 350 Washington State Ferry members. "A great labor leader said a century ago that we help our friends and punish our enemies," said Nashif. "That lesson is evident today." Despite the often-present Seattle rain, Nashif and M.E.B.A. WSF members presented a PAF check to support the newly elected State Senator Bailey.



On the Cover:

The **PAUL R. TREGURTHA** is the biggest ship transiting the Great Lakes at 1013 feet long.

Photo Credit to Duluth Shipping News.

Marine Officer

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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels, drillships and in various capacities in the shoreside industries. In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.



Message from the President

Maritime politics reminds me of the old Ralph Nader quote, “Turn on to politics or politics will turn on you.” That’s especially true for us in maritime.

Here’s why politics matter. Today, the U.S. flagged oceangoing fleet in the foreign trade is comprised of fewer than 100 ships, a decline of over 80 percent from the 1979 fleet level of 576 vessels. Approximately 50 commercial vessels have been removed from the U.S. fleet since 2010. The Jones Act continues to come under attack by critics despite the Jones Act’s importance for both national defense and economic security. Cargo preference requirements continue to be attacked by Congress and Federal agencies as if these requirements are some kind of impediment and not the law of the land. This reduces the number of job opportunities for M.E.B.A. members and denies important cargoes to our U.S. carriers, which provide critical sealift capabilities when our armed services are deployed abroad. And with sequestration in effect, MSP funding is in danger.

Fighting for the survival of the Merchant Marine is a team effort. This is best exemplified with the recent maritime industry Congressional Sail-In and M.E.B.A.’s continuous participation in the MAC Program.

Sail-In: M.E.B.A., together with the other U.S. maritime labor unions, a large number of employers and various maritime associations, hit Capitol Hill hard, united in purpose. This is the fourth time the maritime industry gathered together to educate Members of Congress and develop relationships with new Members, who make up 25 percent of the 113th Congress.

I paired up with four other maritime advocates and together we visited with members of the Senate and House of Representatives and their staffs. We discussed the importance of the maritime industry, and that unlike other industries under siege, the American maritime industry is a vital component of our defense capability. We discussed the importance of MSP, Jones Act and cargo preference.

Thanks to the participants from all over the country who came to Washington, D.C. They put a face on the issues that mean so much for our Union. Special thanks to M.E.B.A. rank and file members and retirees who participated in the most successful Sail-In yet. For those who can’t donate their time, it is paramount to contribute money to M.E.B.A.’s Political Action Fund, which promotes our issues every day.

Another way in which we are “turned on to politics” is the creation of the Maritime Advisory Committee program (MAC). MAC is an essential maritime industry grassroots campaign, which M.E.B.A. and MM&P assisted in founding last year. The program provides maritime labor, along with U.S.-flag carriers and maritime associations, a local and bi-partisan way to educate Members of Congress about the importance of our industry. Importantly, meetings often take place in the policymaker’s district with constituents away from the distractions of Washington, D.C. It’s not just lobbyists doing the talking, but instead, working mariners. Throughout the nation, there are currently over 40 committees in the program based in various Congressional districts.

Being “turned on to politics” works. Recently the maritime industry won a significant victory when the House of Representatives defeated the Royce-Engel PL-480 food aid amendment to the farm bill by a 203 - 220 vote. This vote represents a great example of the importance of teamwork and having an effective grassroots program, which includes the MAC program and the annual Sail-In. None of the MAC representatives voted for the amendment – they all supported M.E.B.A.

The food aid battle isn’t over. And we are gearing up again to fight for full funding of MSP.

I don’t agree too often with Ralph Nader, but he certainly has it right when it comes to the importance of “turn[ing] on to politics.” We are at a critical juncture and skilled M.E.B.A. lobbyists aren’t enough, it takes a team effort and that means your participation.

U & F

Michael B. Jewell



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**Meeting
Schedule**

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



On Watch in Washington

Captain Lee A. Kincaid
President, AMC



AMC Update

The Food for Peace Program (PL-480) has been in the forefront of Washington, DC maritime issues for the past 6 months and will most likely continue to be a main concern in the near future.

At the end of January, the maritime industry received a tip that the Administration's proposed FY 2014 budget would completely change the current Food for Peace Program from a U.S. produced commodity program to a cash, voucher, and local and regional procurement (LRP) program. LRP allows the U.S. Agency for International Development (USAID) the ability to purchase grain and commodities from foreign sources that are often in direct competition with U.S. agriculture. The current U.S. Food for Peace Program has been in place since 1954 and supports U.S. agriculture, shipping, and maritime jobs while at the same time providing international assistance to starving masses and sending good will from the American people.

The U.S. maritime industry quickly rallied and responded to this tip by engaging several members of the Senate and House from both political parties. When the budget was finally released in early spring, the Administration's proposal would scale back the U.S. commodity portion of the program to 55% of the current level. The Transportation Bill (MAP-21) that passed last summer had already rolled back the U.S. cargo preference portion of the program from 75% to 50% so the President's proposed budget would only allow for 50% of the 55% program cargo for transport on U.S. flag vessels.

Last summer, when MAP-21 was passed, the U.S. flag international fleet was just under 100 ships. As a direct result of the food aid cargo preference reduction under MAP-21, 4 ships left the U.S. flag. Estimates of the impact of the proposed Administration's change to the food aid program would result in the loss of an additional 8 to 10 U.S. flag vessels and at least 500 mariner jobs. It is important to note that not all these ships would be bulk carriers as 40% of the U.S. food aid cargo is currently being carried by U.S. container vessels.

With the efforts of some good maritime friends in Congress and especially those of Senator Barbara Mikulski of Maryland, who is chair of the Senate Appropriations Committee, the proposed food aid changes in the FY 14 budget were not accepted by the Senate. However, shortly after the Senate acted, Congressman Ed Royce (R-CA), chairman of the House Foreign Relations Committee and Congresswoman Karen Bass (D-CA) introduced HR 1983 (Food Aid Reform Act) which would accomplish the same changes to food aid as requested by the President.

Both sponsoring members most likely realize that as a stand-alone piece of legislation, HR 1983 would never gain enough support for passage so on June 18 during the debate of the House Farm Bill, this same legislative language to change the U.S. food aid program was offered up by Congressman Royce as an amendment. We had prior warning of the Royce amendment and the maritime industry went all out in a unified effort with our labor, agriculture, ports, and facilities allies to prevent passage. At the end of the day, the Royce amendment was defeated 220 to 203 however, 46% of Republicans and 51% of Democrats did vote against us.

Be assured, the continuing struggle to maintain the U.S. Food for Peace Program and the U.S. flag cargo preference portion of the program is far from over. One check of the Oxfam America website concerning the Royce amendment vote indicates that they see the vote as only a small bump in the road. Oxfam America is a non-government organization (NGO) based in Boston that works with USAID throughout the world in the distribution of U.S. foreign assistance. Oxfam has spent and continues to spend thousands on DC based lobbyists in its attempt to remove U.S. cargo preference from U.S. foreign aid assistance.

At the same time, USAID has for years ignored U.S. maritime industry and other government authorities input and advice as to how to make the program more efficient and effective. USAID sees the U.S. flag industry as a direct impediment to their overall program operation and administration. USAID unfairly blames the U.S. maritime industry for high transportation costs and excessive delays in getting relief cargoes to the people in need. However, they fail to mention that USAID maintains five international food aid storage warehouses for quick response. Meanwhile, the Office of the Special Inspector General for Afghanistan Reconstruction (SIGAR) just released a report on June 27 that found "poor coordination, waste, and mismanagement" of USAID's agricultural programs in the region.

Transparency, accountability and reliability are strong arguments for maintaining the U.S. commodity and cargo preference food aid program. American farmer grown crops in bags proudly displaying the U.S. flag and delivered on U.S. flag ships by U.S. mariner crews sends the message that America *does* care.

Currently, the U.S. food aid portion for cargo preference is approximately 11% with military cargoes making up about 85% and civilian agency cargo (such as Export-Import Bank financed cargoes) coming in at 4%. With the continual draw-down of U.S. war efforts throughout the world, military cargo is steadily decreasing thus putting even more pressure on the other components of cargo preference. Many of these ships and crews are the very same that the Department of Defense depends upon for wartime and emergency sealift capabilities. AMC continues to press forward to make the case and coordinate maritime industry efforts to keep our U.S. food aid program and all other cargo preference programs in place.

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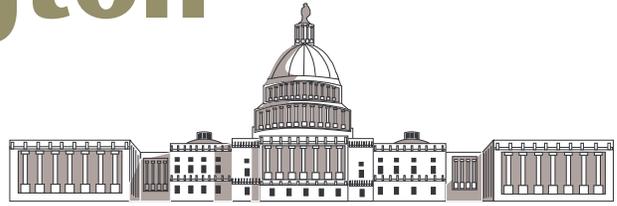
John R. Anderson, Jr.





Washington Update

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



The legislative and political atmosphere in Washington has become toxic. While all government programs warrant strict scrutiny, particularly with regard to funding, programs that were previously vetted and deemed important have suffered the most in these tough times.

You are probably aware of the ongoing efforts to maintain the current system of food aid - one that provides a strong domestic economic benefit by sustaining good middle-class jobs while feeding the needy around the world. While that fight continues, the continued viability of the Maritime Security Program (MSP) has been threatened. In an effort to protect the MSP, the M.E.B.A. has stepped up its advocacy with friends in the industry, on Capitol Hill, and in the Administration.

On March 1, 2013, the budget cuts associated with sequestration went into effect. For MSP, this means that ship operators enrolled in the program will not receive payment in September and will receive a partial payment in August of this year. Although the M.E.B.A. is actively engaging Congress and the Administration, there does not seem to be the political will to enact either small fixes or comprehensive legislation to remedy the problem of sequestration.

To further complicate the matter, the MSP faces another and potentially larger problem. Each year Congress is tasked with an appropriations process in order to provide funding for programs that have already been authorized. Historically, this has been a straightforward process and was Congress' top priority. In recent years however, Congress has moved away from "regular order" and relied on all inclusive or "omnibus" legislation or continuing resolutions (CR). A CR simply applies the funding levels from the previous year allowing Congress to defer on spending decisions.

This is particularly damaging to the MSP. Although the program was fully funded to start FY 2013, the appropriated funding level was below the fully authorized \$186 million because there were leftover funds from previous years that were applied to the program. This means MSP will be underfunded if Congress relies on a CR again. Unfortunately, signs point toward a CR for FY 2014, and should that happen, six ships will likely be pulled from the MSP. With sequestration, the Maritime Administration was able to mitigate the budget shortfall across all of the carriers. With a CR though, the Maritime Administration would be entering the year with a predetermined funding shortfall and would be required to mitigate the issue.

Losing six ships from the 60-ship MSP fleet would be disastrous and the M.E.B.A. continues to educate Members of Congress and the Administration in order to avoid the cut. These vessels and the crucial mariner jobs they provide are essential to the health of the U.S. flag fleet and our national security.

When faced with the decision whether or not to fund the MSP, lawmakers have proven to be supportive of the program. The problem is that the MSP funding is wrapped up in larger appropriations legislation.

The M.E.B.A. thanks those members who have gotten involved with the food aid fight and have reached out to their Members of Congress. While that fight is not over, we also need people to drive home the importance of full funding for MSP. Congress needs to hear from its constituents about how necessary this program is. If you would like information or talking points with regard to the MSP issue, please reach out to me at mdwyer@mebaunion.org.

M.E.B.A. Re-ups for Another 12 Years on the Lakes



M.E.B.A. and Interlake came to the bargaining table and walked away with a new 12-year contract.



The M.E.B.A. and Interlake Steamship Company successfully reached a tentative agreement on a 12-year contract for 10 bulkier vessels on the Great Lakes. This agreement expands upon the already strong and cooperative working relationship between the two organizations.

Rank and File Members Erik Wlazlo, Jon Hines, Rob Thomas and Kelsey MacDonald came to M.E.B.A. Headquarters to negotiate terms of the agreement. These members did a great job in assisting President Mike Jewell and M.E.B.A. Representative Greg Quintana in securing the defined benefit pension plan and locking in some of the largest shipboard wage increases the union has seen on a commercial contract in decades.

“This is a surprisingly good contract considering the current economic conditions. We are very happy,” said Eric Wlazlo. Increased Plans funding was also agreed to as well as wage reopens every four years.

The 10 Interlake vessels employ M.E.B.A. mates, engineers and stewards (who are considered officers on the Great Lakes). As this issue went to print, the feedback from

the Interlake fleet was positive. The Interlake members recognized and appreciated President Jewell’s efforts and negotiating ability. “This contract will exceed the expectations of most of the members,” said Rob Thomas. “I think that once people have read it they will be satisfied overall.”

As is past practice, the Membership ratifies all successor agreements that are negotiated for contracts set to expire with a few exceptions. One exception is Inland work, which has never been voted on by the deep sea membership (examples include the DRBA Marine Mechanics contract, various ferry systems, Foss Tug and Barge, POID and CBJ). This specific contract will be voted on by the Interlake Steamship Company employees working under the August 1, 2003 Collective Bargaining Agreement.

Interlake and M.E.B.A. have enjoyed a solid relationship for years, which has benefited the Union members and the company. Both organizations look forward to continuing a mutually prosperous relationship over the next 12 years.



Thanks to the M.E.B.A. negotiating team, Interlake officers now have a new contract, subject to ratification. Pictured from left to right are M.E.B.A. Secretary-Treasurer Bill Van Loo, M.E.B.A. President Mike Jewell, member Rob Thomas, member Erik Wlazlo, member Jon Hines, member Kelsey MacDonald, and M.E.B.A. Representative Greg Quintana. (Not pictured is M.E.B.A. Contracts Representative Mark Gallagher.)

Interlake Senior Vice President Bob Dorn (left), and M.E.B.A. President Mike Jewell (middle) sign the new Interlake contract as M.E.B.A. Contracts Rep. Mark Gallagher (right) looks on and gives guidance.



A positive negotiation comes to a close. Pictured from left to right (standing) are member Rob Thomas, member Jon Hines, member Kelsey MacDonald, Interlake Director of Financial Analysis Terry O'Neil, M.E.B.A. Contracts Rep. Mark Gallagher, and Interlake Director of Marine Personnel Bill Carle, (sitting) Interlake Senior Vice President Bob Dorn, M.E.B.A. President Mike Jewell, and M.E.B.A. Representative Greg Quintana.

Greatest Officers on the Great Lakes

M.E.B.A.'s Interlake officers, like the rest of our Union's membership, are some of the most highly trained and dedicated marine officers working in the industry today. They have the distinction of carrying out their daily duties in the birthplace of our fraternal organization and have their own unique culture. They are renowned for their skill and tackle the trials of shipping on the Great Lakes with professionalism and hard work.

M.E.B.A. was born on the Great Lakes over 138 years ago. Steam propelled vessels first made their appearance on the Lakes while the foreign trading vessels mainly relied on sail power. The first marine engineers came from the shoreside engine shops and the sawmill labor force. There was no licensing at this time and very little regard for marine engineers' safety. M.E.B.A. was established in 1875 to combat this. The Union sprang into being with the purpose of instituting safety and licensing standards onboard steam powered vessels during a time of high fatalities caused by boiler explosions and shipwrecks.

M.E.B.A. made historic gains on the Lakes in its early years. But shortly after the turn of the century, the Lake Carrier's Association successfully eliminated most of the unions from the Great Lakes vessels. In 1957, M.E.B.A. President Herbert L. Daggett put forth a \$10 assessment on every member to organize the Lakes once again. This organizing effort was successful. However, the Great Lakes membership eventually became District 2 (American Maritime Officers – AMO) and the jobs were lost from the M.E.B.A District 1.

In 2003, Interlake Steamship Company and AMO were unable to reach an agreement and M.E.B.A. President Ron Davis again established M.E.B.A. as the premier officer labor



*1st A/E Dave Newell overhauls a feed pump on the **SS HERBERT JACKSON**. Dave's son went to Massachusetts Maritime and looks forward to applying for membership with the M.E.B.A.*

force on the Great Lakes. Since then, Interlake enjoys an economic advantage over its AMO competitors because of the strong and efficient M.E.B.A. benefit plans as well as the considerably higher degree of skill and training provided by the M.E.B.A.

The M.E.B.A. and Interlake Steamship have developed a great working relationship since 2003. The cooperation between the Union and the company has allowed for stability and workplace harmony over the years.

“Interlake recognized our Union as an ally rather than an adversary. They have made great strides in becoming the premier carrier on the Lakes,” said M.E.B.A. Representative Greg Quintana. “Because of their willingness to bargain a fair contract in good faith they have been able to avoid the devastating labor interruptions that other carriers on the Lakes have experienced in recent years.”

Life on Great Lakes bulk vessels is unlike life onboard ships in any other part of the world. The local culture of small port towns such as Two Harbors, MN; Superior, WI; Marquette,



*The hardworking crew of the **PAUL R. TREGURTHA** takes a break for a picture.*



*3rd A/E Greg Lundeen works on a valve lash aboard the **MESABI MINER** while at dock in Duluth.*



Aboard the **STEWART J. CORT**, Second Mate Merritt Feinman (R) turns over the watch at 0400 to First Mate Mike MacDonald. Despite a temperature of 20 degrees and rainy conditions, both officers were hard at work waiting for the the second part of the vessel's load to arrive.



Aboard the **PAUL R. TREGURTHA** 2nd A/E Kelsey MacDonald, C/E Rich Laksonen and 3rd A/E Amber Foster are ready to maneuver from the fuel dock in Duluth to SMET to load the ship.



First Mate Tim and Liane Madden smile aboard the **PAUL R. TREGURTHA**.

MI and Duluth, MN is unique and revolves around Great Lakes shipping. The local population follows these ships like a city follows a professional sports team.

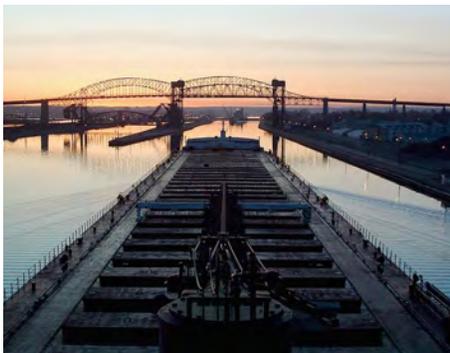
Most residents know that the **PAUL R. TREGURTHA**, measuring 1013 feet, is the largest ship on the Lakes and is capable of carrying 64,000 tons of bulk cargo. They know the **CHARLES BEEGHLEY** was recently renamed the **HONORABLE JAMES L. OBERSTAR** in honor of the former Congressman from Minnesota. Oberstar championed many bills that became legislation for the maritime industry and served as House Transportation and Infrastructure Committee Chair for many years.

The Interlake officers and crew are treated with the utmost respect, similar to that of a minor celebrity, when they go ashore. "The people in these small port towns recognize the money the shipping companies bring in and it means a lot. I am especially proud of Interlake for spending the money to improve and keep their ships up," said Rich Laksonen Chief Engineer on the **PAUL R. TREGURTHA**.

The *Duluth News Tribune*, a local daily newspaper, places the "Shipping Traffic" report on its front inside cover. It includes a picture of a ship along with a small write-up on the vessel. There is a schedule for the vessels calling in each port along with the type and quantity of cargo loaded. For those "Boat Nerds" who desire the most up to date information on the ships schedules, there is a "Boatwatcher's Hotline" they can call for real time updates.

The Barker Family, who own and operate Interlake Steamship Company, enjoys a reputation for integrity both regionally and nationally. They are respected philanthropists and have helped many people in need. The family has auctioned and raffled off one-week trips on their vessels for various charities and causes. At auction, people have paid as much as \$35,000 for these trips so they can experience life on the "Largest Lakers on the Lakes".

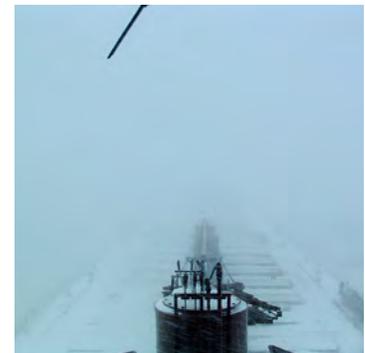
Interlake officers are nationally recognized for the work they perform and their ability to handle extreme working conditions. When the clothing company, Lands' End came



Shipping on the Great Lakes can bring great rewards and beautiful scenery, especially when transiting the Soo Locks during sunrise.



The U.S. Coast Guard vessel **MOBILE BAY** breaking ice to keep vessels on the move.



Officers on the Lakers are used to sailing through brutally cold weather with low visibility.



A Laker sails on through cold conditions in August.



A crewmember putting the bosun's chair to good use while helping to tie up the vessel.



*The C/E and 1st A/E check bearing wear on the **PAUL R TREGURTHA**.*

out with their new “Squall” cold weather gear, they knew the best place to test it. The company utilized the vessel and crew of the **PAUL R. TREGURTHA** during the coldest winter months.

“It was a lot of fun and the whole crew got involved in making the commercial. They also all got free jackets,” said Captain Tim Dayton of the **PAUL R. TREGURTHA**. To see the video of the field-testing featuring Captain Tim Dayton and other M.E.B.A. officers - visit www.landsend.com/squall/thevoyage/.

Engineers on “Lakers” carry out responsibilities and duties unique to their shipping trade. “We maneuver every day in and out of ports. These are ships with very little time to relax and take it easy,” said Dayton.

M.E.B.A. licensed deck officers on Interlake’s vessels enjoy the reputation of being some of the best ship handlers in the entire world. “The best part of the job is actually driving the ship and maneuvering. Standing on the bridge going across the open water is boring,” said Dayton.

The M.E.B.A. mates all have Great Lakes pilotage and maneuver ships up to 1000 feet long to a dock or through a lock without the assistance of tugs or docking pilots. These vessels transit locks every few days with very little room to spare on either side and, often in the winter months, through several inches of ice.

“Maneuvering through ice is like driving the ship right along the side of a wall,” according to Captain Robert Thibaudeau of the **MESABI MINER**. “Reading the ice and seeing where the fracture points are is important because you can get stuck. Swinging a ship in ice isn’t like spinning it in the open water.” There are no shoreside line handlers or longshoreman at the cargo docks on the Lakes. The deck officers lower unlicensed crewmembers over the side of the vessel on a bosun’s chair and land them on the dock. When the ship is alongside in the exact location necessary for cargo, they throw the lines down to the crewmember who puts it over the bollard. The deck officers immediately report on deck to supervise the load or discharge, as they don’t have a climate controlled cargo control room to monitor cargo movement. The officers stand over every hatch as the cargo is loaded regardless of the weather conditions.



Vessels on the Great Lakes maneuver through tight spaces such as the Sturgeon Bay Canal, which only allows for 20 feet of space on each side of the larger Lakers.

The sailing season on the Great Lakes is roughly 10 months long; it starts in March and ends in January. In mid-January, the ships go into layup and are winterized until the next season. Immediately after layup, “winter work” starts for engineers who choose to participate. Winter work is a period where the engineers go from ship to ship overhauling the vessels’ machinery and equipment. Many M.E.B.A. members volunteer for winter work because of the vast experience and knowledge they can gain.

“It is a learning experience. I mean it’s like going to the school for the diesel class but more hands on. You are overhauling a whole engine down to the nitty gritty. It’s a great experience that comes in handy,” said Mike Wasson a relief Chief Engineer on the **JAMES R. BARKER**.

M.E.B.A. engineers also work as shipkeepers during layup. They stay on board while the vessel is on shore power until “fit out” in March. During fit-out the full crew returns to the vessel and prepares it for another season of work on the Lakes. Due to the coastwise trade these vessels engage in, there is very little time between port calls. The engineers typically maneuver daily and on the days they don’t, they work diligently to stay on top of vessel maintenance and repairs. The vessels on the Lakes are sometimes only in port for a couple of hours, which makes major engine work difficult to schedule and perform during the sailing season.

Interlake Steamship can also brag about having the best stewards in the industry. The company uses stewards who are M.E.B.A. members. Interlake knows there is great value in hiring the best stewards available to prepare and serve the finest meals in the industry. The food is restaurant quality and greatly appreciated by all onboard.

“The deep sea guys from the halls that come out here rave about the food. The Stewards take pride in that. If there is a bad cook, Interlake takes action and sends them for training because everyone knows a well fed crew is a happy crew,” said David Guay, Chief Engineer on the **MESABI MINER**.

Life on the Great Lakes is a different world from the deep-sea shipping industry. It is a unique experience and wonderful culture for anyone who would like to try something completely different within the maritime industry. Some of the best ship handlers, engineers and definitely the best stewards on the water are working up on the Great Lakes and it is a lifestyle that all should experience at some time in their lives.

*Captain Tim Dayton expertly sails the **PAUL R. TREGURTHA** across the Great Lakes.*



*The **PAUL R. TREGURTHA** and **HERBERT C. JACKSON** sail through the Soo Locks.*



*The **PAUL R. TREGURTHA** heading up the Soo Locks; the skilled maneuvering is done without the use of tugboats.*



President Jewell Gives Congressional Testimony on Importance of USMM



Leaders in the maritime industry came together to testify before Congress about the importance of having a strong U.S.-flag fleet. From left to right are NASSCO CEO Fred Harris, Kirby Chairman and CEO Joseph H. Pyne, M.E.B.A. President Mike Jewell, and SIU Executive Vice President Augie Tellez.

On May 21, 2013, M.E.B.A. President Mike Jewell testified at a hearing regarding the “The Role of U.S. Ships and Mariners” before the U.S. House Transportation Subcommittee on Coast Guard and Maritime Transportation. Jewell emphasized the importance of having a strong U.S. Merchant Marine (USMM) in order to sustain our national defense and properly develop foreign and domestic commerce.

“History has repeatedly proven, and policymakers have recognized, that it is in the best interest of the United States to maintain and support a strong U.S.-flag Merchant Marine. As stated in the Merchant Marine Act of 1936: ‘It is necessary for the national defense and development of its foreign and domestic commerce, that the United States shall have a Merchant Marine sufficient to carry its domestic water-borne commerce and a substantial portion of the water-borne export and import foreign commerce...’” said Jewell. “Today, U.S.-flag commercial vessels and their American merchant mariners are responsible for transporting only two percent of our country’s foreign commerce. Mr. Chairman, that is hardly a ‘substantial portion.’”

Jewell spoke in detail about how the Maritime Security Program, Jones Act, and U.S. cargo preference laws are what keeps our industry afloat. He talked about the serious effects that sequestration and the President’s proposal to change the Food for Peace program will have on the USMM. He also asked Congress to support Short Sea Shipping, to ensure U.S. mariners are aboard the vessels that are exporting U.S. produced natural gas, and to help create opportunities for American mariners on cruise vessels.

When asked by the Subcommittee about the most important aspect of the U.S. Merchant Marine, President Jewell responded, “the biggest thing is educating and keeping the trained pool of mariners that General Fraser (Commander, U.S. Transportation Command) is counting on because, once they leave, they’re gone ...and we can’t afford to lose one more ship.”

Subcommittee Chairman, Duncan Hunter (R-CA) is a strong advocate for the USMM, and during the hearing stated, “He who controls the ocean controls the world” (a twist on Sir Walter



After the hearing President Mike Jewell (left) and Secretary-Treasurer Bill Van Loo (right) spoke with Subcommittee Chairman Rep. Duncan Hunter (R-CA).

Raleigh’s famous quote). He stressed the importance of protecting the USMM and helping the industry to grow in order to sustain U.S. power throughout the world. He acknowledged the danger the industry is in, “Unfortunately, over the last 35 years, the number of U.S.-flagged vessels sailing in the international trade has dropped from 850 to less than 100. In the same period, we have lost over 300 shipyards and thousands of jobs for American mariners.” Rep. Hunter vowed to defend the USMM and help strengthen it.

Ranking Member of the Subcommittee John Garamendi (D-CA) also championed the American maritime industry and workers at the hearing. “Today’s hearing pointed out the challenges and potential fixes for maritime transportation – as well as demonstrating its importance. We should take steps to enhance and grow cargo for American ships. We can do that by enforcing the Jones Act and other Buy American and cargo preference requirements. Additionally, by lifting sequestration, we can remove budget uncertainty and restore funding for valuable maritime business and defense operations, especially the Maritime Security Program which provides invaluable sealift capability to support our troops deployed overseas. I will continue to advocate for a better environment for maritime transportation to succeed and, from the bottom of my heart, I thank our mariners for their work.”

The M.E.B.A. continues to work with the maritime industry as a whole to reach out to Members of Congress to ensure that they are well educated on our issues and the importance of our industry.

M.E.B.A. Celebrates National Maritime Day

On May 22, the Nation celebrated National Maritime Day. M.E.B.A. halls and members across the country honored U.S. mariners by holding and attending ceremonies.

A few days earlier on May 19, Representatives and members from the Seattle Union hall celebrated Maritime Day by rededicating the M.E.B.A. Seattle Local 38 Memorial. The Seattle Sea Scouts provided a color guard while member Rob Fulling played bagpipes, and Catholic Seafarers' Center Chaplain, Father Tony Haycock, gave a benediction. These new stones provide a place to honor and remember all M.E.B.A. Seattle/Local 38 brothers and sisters who were lost and buried at sea.

The inspiration for the new stones dates back to 2009 when Seattle member Claudia Cimini invited distinguished maritime historian Dr. Ron Magden, Ph.D. to speak at a Labor Day event at the hall. In preparation, Dr. Magden conducted research on M.E.B.A. Local 38's 1883 birth in Seattle. He introduced local members to a pair of early 20th

century M.E.B.A. monuments at Mt. Pleasant Cemetery, which had been forgotten. This inspired Sister Cimini to find the names of those members who had been lost at sea since 1883 and honor them in connection with the existing monuments. A spontaneous collection amongst the local members raised \$300 to support the cause. Member and WSF engineer Richard Wagner joined Cimini in her search. Their research continues, as early records are often incomplete.

Staff and officials from the M.E.B.A. LA/Wilmington Hall attended the annual National Maritime Day Observance and Memorial Service at the American Merchant Marine Veterans Memorial & Walls of Honor in San Pedro, CA. The observance included speakers representing state and local offices as well as the U.S. maritime industry. After the ceremony, a luncheon was held at Ports O' Call Restaurant. LA Branch Agent Richard Doherty, LA Representative John McElhone, LA Dispatcher Yvette Reed, and members and retirees Philip Walkup, Larry Clement, Shawn Bowman, Sterling Jackson, and Mr. and Mrs. Robert Lopez attended the event.

The San Pedro memorial is dedicated to the merchant mariners who paid the ultimate sacrifice supplying our Armed Forces during times of conflict. The Walls of Honor lists the names of those who lost their lives as well as the name of the merchant ship to which they were assigned in World War II.

The M.E.B.A. Port of Honolulu celebrated with representatives from various maritime unions, including M.E.B.A. Hawaii Rep. Luke Kaili, MM&P's Randy Swidell, SUP's Mike Dirksen, Hawaii Pilots Association's Captain Edward Enos, and three representatives from Friends of Falls of Clyde, as well as M.E.B.A. pensioner Leighton Tseu. All attended a Memorial Sail where all participants boarded the boat, *Mana'o* (knowledge), and sailed out to the Honolulu sea buoy.

Tseu, uttered a Hawaiian blessing, and Captain Enos delivered a Maritime Day Memorial Sail Message from Senator Mazie Hirono (D-HI). Afterwards, the representatives scattered orchid petals in the ocean, honoring our deceased brothers and sisters who sailed to the other side in service of our country. During the ceremony, a Hawaiian petrel seabird circled around the boat, a good sign of protection.

In Florida, Tampa Rep. Greg Quintana and M.E.B.A. members Captain Mike Donovan and OSG 1st A/E Nick Sullivan attended the Port of Tampa Propeller Club National



Father Haycock and Dr. & Mrs. Magden at the rededication ceremony.



Seattle Sea Scouts color guard and member Rob Fulling get ready to start the rededication ceremony of the M.E.B.A. Seattle Local 38 Memorial.

Maritime Day event aboard the Yacht *Starship*. The yacht motored off the bow of the **SS AMERICA VICTORY** and dropped a wreath in the water while the Victory Ship rang its bell in honor of National Maritime Day.

In Baltimore, Branch Agent Steve Jablonski and NY/NJ Patrolman Rich Adams worked the M.E.B.A. table on Pier 13 in Canton, MD for Baltimore's annual National Maritime Day celebration, which is held every year on the **N/S SAVANNAH**. M.E.B.A. members Dru DiMattia and Dennis Mengele, as well as M.E.B.A. retirees Ric Taylor and Bob Vint also attended the event. In addition, Cetta Cannon (wife of the late **SAVANNAH** Chief Engineer Tom Cannon) was aboard the **SAVANNAH** to participate in the Tolling of the Bells.

M.E.B.A. HQ and AMC attended the combined U.S. Department of Transportation's National Maritime Day observation and Military Sealift Command's annual National Maritime Day memorial service and wreath-laying ceremony in Washington, D.C. Deputy and now current acting Maritime Administrator Paul "Chip" Jaenichen was master of ceremonies, and speakers included Military Sealift Command Commander RADM Thomas "T.K." Shannon, Congressman John Garamendi (D-CA), U.S. Transportation Secretary Ray LaHood, Maritime Administrator David Matsuda, SUNY Maritime College President RADM Wendi Carpenter, U.S. Merchant Marine Academy Superintendent RADM Jim Helis, and Federal Emergency Management Agency National Capital Region Coordination Director Steward Beckham.

Congressman Garamendi honored the U.S. Merchant Marine by taking a moment to reflect on the "many selfless contributions" made by mariners in peace and war to protect America. He praised mariners for ensuring our Nation's military and economic defense. However, he spoke honestly about the severe and alarming problems that face the maritime industry today. These include attacks on the Jones Act, blatant non-enforcement of cargo preference laws, the



The maritime industry assembled in Washington, DC to attend the U.S. Department of Transportation's National Maritime Day observation and Military Sealift Command's annual National Maritime Day memorial service and wreath-laying ceremony.



Administration's proposal to restructure the Food for Peace program, and the loss of vital U.S. flagged vessels.

"On National Maritime Day it is important that we celebrate our maritime heritage," said Rep. Garamendi. "But this year, we would be wise to examine how we can reinvigorate the U.S. flagged fleet, what we might do to rebuild and expand U.S. shipbuilding capacity, and what we can do to ensure that American maritime transportation remains prominent in the discussion of our national freight policy."

RADM Shannon spoke enthusiastically about the importance of U.S. mariners and the sacrifices they make in the service of our Nation. He also highlighted our important role in supporting America's Armed Forces.



Congressman Garamendi honors the U.S. Merchant Marine on National Maritime Day.



M.E.B.A. President Mike Jewell, former Maritime Administrator VADM Al Herberger, National Navy League President Phil Dunmire, and former MSC Commander RADM Mark "Buz" Buzby attend the Washington, D.C. Maritime Day celebrations.



M.E.B.A. President Mike Jewell speaks with Congressman Garamendi about important issues that will influence the future of the U.S. Merchant Marine.



Vice Admiral Mark D. Harnitchek gives his keynote speech.

Vice Admiral Mark D. Harnitchek, Director of the Defense Logistics Agency served as the keynote speaker for the joint Propeller Club of Washington, D.C. and the Kings Point Club of Washington National Maritime Day Luncheon. He spoke of his time at TRANSCOM and how important the USMM is during wartime in moving essential military cargo. VADM Harnitchek also addressed in length the great humanitarian work the USMM accomplishes during natural disasters by delivering supplies and aid to people in need. To watch his speech in full visit: http://www.maritimetv.com/Events/maritimeday_130522.aspx.

National Maritime Day recognizes the contributions of the American Merchant Marine, civilian men and women who have defended the freedom of the United States since 1775, and who collectively carried out the largest sealift the world has ever known during World War II. The day acknowledges the maritime industry's contributions to the nation's economic and national security. On May 22, 1819, the American steamship **SS SAVANNAH** sailed from the U.S. to England in 29 days and completed the first successful transoceanic voyage using steam propulsion. In honor of the **SAVANNAH**'s accomplishment, Congress passed a Joint Resolution on May 20, 1933 declaring May 22 National Maritime Day.



M.E.B.A.'s David Tubman and Mark Gallagher, M.E.B.A. Secretary-Treasurer Bill Van Loo, and MM&P President Don Marcus pause for a photo.



MSC's Josh Rall, M.E.B.A. President Mike Jewell, and AMC President Lee Kincaid at Maritime Day.



Mark Gallagher, M.E.B.A. Gulf Coast Vice President Jonathan Lincoln, and Kings Point Club of D.C. Secretary Christopher Bahret celebrate Maritime Day at the Department of Transportation.

2013 Salute to Congress Award Given to Long-Time Friend of M.E.B.A., Congressman Elijah Cummings

On May 7, 2013, Elijah Cummings (D-MD) received the International Propeller Club of the United States' 2013 Salute to Congress Award for his consistent support of the maritime industry and the U.S. Merchant Marine (USMM). M.E.B.A. officials and staff attended the awards dinner to thank Rep. Cummings for his constant support of our industry.

Congressman Cummings is a good friend of the M.E.B.A. and the U.S. maritime industry. He has proudly represented Maryland's 7th Congressional District in the U.S. House of Representatives since 1996. Throughout his political career, he has promoted maritime and labor friendly legislation and utilized our industry to improve education and jobs in his home district. Rep. Cummings has also worked diligently to educate other Members of Congress about the importance of the USMM to our Nation.

At the awards dinner, former Maryland Congresswoman and former FMC chairwoman Helen Delich Bentley introduced Rep. Cummings. She told the assembled guests that not only was he a Congressman but "a person who truly believes in the American maritime industry and its importance to the welfare and economy of the United States of America, for the citizens of the United States of America."

Rep. Cummings began his speech with the story of how his Congressional career led him to become a strong advocate for our industry, which he referred to as a "national asset." He spoke in detail about the Jones Act and how he introduced



President Jewell speaks with 2012 CMES Cadet Intern Janeen Manghis and Massachusetts Maritime President Adm. Richard Gurnon.

the American Mariners Job Protection Act to help safeguard U.S. Merchant Marine jobs. The Congressman expressed his full understanding of how vital the Jones Act is to the survival of the USMM and the safety and security of our ports and waterways.

"A subject that is near and dear to me is the Jones Act. Let me be very clear, the Jones Act must remain the compass by which we steer our maritime policy. The requirements of the Jones Act have been waived too often in recent years for what appears to be the convenience of all parties other than our Jones Act fleet," said Rep. Cummings. "We are involved



(From left to right) Lockheed Martin's Nick Martine, SUP member & Maersk employee Bobbi Shipley, M.E.B.A. Political Director Matt Dwyer, TTD Legislative Representative Greg Regan, Vice President and Chief Information Officer of Keystone Shipping Louis Cavaliere, NDTA President and COO Kenneth Wykle, M.E.B.A. President Mike Jewell, Amy Kelley and M.E.B.A. Chief of Staff David Tubman attend the Salute to Congress.



The Congressman is presented with the 2013 Salute to Congress Award.



AMC President Lee Kincaid, Congressman Elijah Cummings, and M.E.B.A. retiree Michael Hainen at the Salute to Congress Award ceremony.

in the maritime community now and if we don't guard our progress there will be none.”

The Congressman also spoke about the importance of maintaining food aid funding and his recently introduced legislation to turn around the harmful cuts caused to the program by MAP-21. He also emphasized the crucial need to keep the current structure of the PL 480 Food for Peace program, to ensure the USMM has the cargo that will help secure mariner jobs.

In addition, he restated his commitment to strengthening the current U.S.-flag fleet. “Today with only 100 oceangoing

vessels in the U.S. flag fleet, that's a sad commentary, and I'm going to make it my business to do everything in my power to turn that number around,” said Rep. Cummings.

A crowd of almost 300 attendees came to honor Rep. Cummings, including individuals from the executive and legislative branches as well as independent agencies, leaders from the maritime industry. To watch Rep. Cummings's recorded speech in full visit the MaritimeTV website at:

http://www.maritimetv.com/Events/maritimeday_130507_dinner.aspx?VID=maritime/130507_Maritime_Dinner_Pt1.flv#anchor.



The Honorable Helen Delich Bentley speaks at the 2013 Salute to Congress Award.



Rep. Cummings speaks about the importance of the U.S. maritime industry.



AMC President Lee Kincaid, Williams Mullen's Evelyn Suarez, Maritime Senior Advisor Jonathan Kaskin, former U.S. Maritime Administrator VADM Albert Herberger, Navy League National President Phil Dunmire, TV Worldwide cameraman, Navy League Director of Government Operations Sara Fuentes, Maritime Executive Magazine Editor in Chief Tony Munoz, Seward & Kissel's H. Clayton Cook, and Cindy Kincaid smile at the Salute to Congress dinner.



Shipping Shorts

M.E.B.A. Thanks Congress for Keeping the Food in U.S. Food Aid

M.E.B.A. applauds the courage and determination of those Members of Congress who stood up for American farmers, processors, and transportation workers.

On June 19, the U.S. House of Representatives considered amendments to legislation that authorized funding for farm subsidies, food stamps, and a host of other programs (the Farm Bill). Included in these amendments was one offered by Congressman Ed Royce (R-CA) and Elliot Engel (D-NY) that would have implemented President Obama's initiative to replace American food shipments with money. The M.E.B.A. along with the MM&P and other industry advocates worked feverishly to defeat the amendment and were successful by a vote of 203 in support of the amendment and 220 against.

Although we were successful in this battle, there is still work to be done. Unfortunately, the Farm Bill failed on final passage, which means that our opponents may get another bite at the apple. Those Members who voted for the amendment need to be educated as to the importance of preference cargoes and we must ensure that our friends remain vigilant.

The Farm Bill fight is a perfect example of the M.E.B.A. political and legislative tools at work. The relationships formed, in large part due to your contributions to the PAF, were put on display during both the debate and vote on the amendment. Long time M.E.B.A. friends took to the floor to share the importance of this legislation

to the maritime industry. Further, in a tremendous display of efficacy, not one Maritime Action Committee member voted against our interests.

Please continue to reach out to your Members of Congress because this issue is far from over. Without your help, this essential source of cargo for the U.S.-flag fleet could be diminished. We need all M.E.B.A. members to call their Members of Congress and speak with them about why the current Food Aid program is vital to the survival of U.S. mariner jobs and the U.S. Merchant Marine as a whole. Please contact M.E.B.A. Political Director Matt Dwyer by phone (202) 638-5355 or email mdwyer@mebaunion.org for talking points. He will advise you on the best way to reach your officials, and will follow up with your concerns on the Hill.

Senate Confirms Foxx as new Transportation Secretary; LaHood says Farewell

On June 27th, the Senate confirmed Charlotte Mayor Anthony Foxx as the next Transportation Secretary. Foxx had a non-controversial confirmation and passed on a 100-0 vote, making him the first mayor to get the job since Portland's Neil Goldshmidt in 1979.

Foxx dealt with transportation and infrastructure issues in the past. As Mayor, he heavily invested in Charlotte's infrastructure by starting a new streetcar system for the downtown area, expanding the international airport, and extending the existing light rail system. He is also familiar with Washington, D.C. from his work as counsel to the House Judiciary Committee and his time as a trial attorney for the Justice Department's Civil Rights Division.

Foxx has made promising remarks during his Senate hearing about supporting and upholding the Jones Act, especially protecting the cabotage law when it comes to waivers. "I will continue the Department's strong and historic support of compliance with the Jones Act. I would also work to ensure that we have maximum use of the Jones Act fleet and that waivers are issued only when U.S.-flag vessels are unavailable. In addition, I would carry out the direction Congress has provided in legislation to maximize the use of U.S.-flag vessels in any future drawdown of the Strategic Petroleum Reserve and to improve transparency related to any waivers of the Jones Act."

At the hearing, Foxx also expressed his support for proper funding of the Maritime Security Program and other maritime issues. "If confirmed, I would support the Jones Act and the programs available to maintain the strength of our maritime industry, including proper funding and administration of the Maritime Security Program. The America's Marine Highways program also could be used to offer an important new market for Jones Act vessels. I would work closely with the Department of Defense, industry, and labor to monitor the health of the U.S.-flag fleet, facilitate the retention of vessels and mariners, and develop a national sealift strategy that ensures the long term viability of the U.S. merchant marine as a naval auxiliary and as a U.S. presence in international trade. I would work to ensure the viability of the cargo preference programs by providing efficient administration and regulation, while gaining a broader base of support through education and a transparent approach to enforcement. I would continue to promote the education

and preparation of individuals entering the maritime workforce through the U.S. Merchant Marine Academy and by providing assistance to the six state maritime academies.”

The M.E.B.A. looks forward to working with Foxx in the future to ensure a strong and vibrant U.S. Merchant Marine.

While Foxx was ushered into his new position, Transportation Secretary Ray LaHood made farewell remarks at the National Press Club before the vote. LaHood said he has no regrets from his time in office, but lamented that partisanship prevented vital bills and programs from being enacted.

“Take a moment and think about what we could do right now if Washington wasn’t distracted by sideshows and name-calling,” LaHood said. “Compromise is not a bad word; it is a way to success.”

The M.E.B.A. thanks Secretary LaHood for his service these past four and a half years.

U.S. Freight Advisory Panel Meets for the First Time

The National Freight Advisory Committee (NFAC) met for the first time on June 25th at the Department of Transportation in Washington, DC. The Committee is tasked with helping the Department of Transportation promote a safe, economically efficient, and environmentally sustainable freight transportation system. This includes establishing a National Freight Network and developing a National Freight Strategic Plan. The focus is to help the nation’s economy and meet President Obama’s goal of doubling U.S. exports by 2015.

M.E.B.A. President Mike Jewell attended the meeting and is pleased to be serving as one of the 47-committee members that were chosen out of hundreds of applicants. Advisory Committee members will serve two-year terms and meet at least three times per year.

Jewell reports that the maritime industry was welcomed and well received by other committee members who were eager to add maritime’s perspective to the mix.

During the period for open questions and comments, Jewell was the first member to speak. He emphasized the importance of the Jones Act and stressed that the Committee needs to help uphold it and reinforce its vital role in this country. Deputy Secretary of Transportation John Porcari responded positively, agreeing that maintaining the cabotage law is important. “The Jones Act is like an insurance policy, you don’t buy insurance when your house is burning down.” Porcari also stated the Jones Act ensures this country has the ships and mariners that are needed for a strong U.S. Merchant Marine. He also added that the Department was looking for ways to help the maritime industry grow and that the energy sector was an opportunity. In fact, the NFAC National Freight Strategic Plan identifies routes to provide access to energy areas as one of the eight issues that should be addressed.

Jewell also raised the issue of the Harbor Maintenance Tax (HMT), urging the Committee to recommend that the money in the Fund be properly spent to dredge crucial ports and waterways to ensure that U.S. trade is not hindered. Jewell cautioned that high harbor maintenance tax costs are an impediment to new work. DoT Under Secretary for Policy, Polly Trottenberg, responded that the Department was eager to hear recommendations on the issue so the Administration could make a decision concerning the funds. Jewell also shared with the Committee some data regarding the 2015 Panama Canal expansion and the required channel depths to accommodate larger vessels.

MSP Participants Committed Through 2025

Acting Maritime Administrator Paul “Chip” Jaenichen informed M.E.B.A. that all companies currently

participating in the Maritime Security Program (MSP) have submitted signed operating agreements that extend their commitments through 2025.

It was challenging for most of the operators in the program to make such substantial and long-term commitments in vessels and intermodal logistics capability because of stress due to shortfalls in FY13 funding, uncertainties of sequestration going forward, reduced government-impelled cargos, and reduced rates and increasing cost differentials to remain under U.S.-flag.

“While this program will give DoD the significant sealift and global logistics capability it needs, MARAD’s focus and challenge will be ensuring MSP operators remain commercially viable in order for the fleet to survive and prosper through 2025, said Jaenichen.” M.E.B.A. is aboard 47 of the 60 MSP vessels.

AMC Makes USMM Logo Seal Available



Executive Director Jim Caponiti, Executive Assistant Dianne Lauer, and President Lee Kincaid of the AMC proudly take on the U.S. Merchant Marine logo seal project.

The U.S. Merchant Marine indoor logo seal is now available through the American Maritime Congress (AMC). AMC President Lee Kincaid had the mold for the seal created in 2004 when he was the Director of Government Affairs for Project ACTA, the education

continued on page 20

and advocacy arm of the U.S. Merchant Marine Academy Alumni Foundation. Since the inception, the seal has been made available via USMMAAF until recently when the decision was made to no longer offer the seal for sale.

Rather than see the U.S. Merchant Marine logo seal fall into extinction, Lee made the decision to take on the project for AMC.

Anyone interested in obtaining one of the 15 inch 4-color molded composite indoor only seals should visit the AMC website at: www.americanmaritime.org and click on the U.S. Merchant Marine Seal link.

M.E.B.A. Meets with Important Members of Congress

Over the past few months, M.E.B.A. has hosted events at Headquarters for influential members of Congress to better educate them about our issues and to help support the legislators who keep our industry alive on the Hill.

On May 21, M.E.B.A. hosted a fundraiser event for Congressman Dan Lipinski (D-IL) with the transportation labor industry. The Congressman is a strong advocate for the maritime industry and was vital in ensuring that maritime was included in discussions by the U.S. House Transportation and Infrastructure (T&I) Committee on freight transportation.

Rep. Lipinski spoke at length about how decent paying U.S. jobs are still needed in this country, and how transportation and infrastructure investments can help sustain and create them. He stated that he thought the T&I Committee was open to working together in a bi-partisan manner and hoped that they would be able to push through some positive legislation.

The Congressman serves as the senior member from Illinois on the Committee on Transportation & Infrastructure and sits on the Science & Technology Committee. He also serves on the Railroads, Pipelines, & Hazardous Materials subcommittee,

the Aviation subcommittee, the Energy subcommittee, and is the ranking member on the Research subcommittee.

On June 12th the M.E.B.A. participated in a fundraiser for the Republican Main Street Partnership (RMSP) at the Capitol Hill Club. Including “middle of the road” Republicans, RMSP is a venue for the M.E.B.A. to network with a host of Members of Congress. There, M.E.B.A. had the opportunity to advocate for the key maritime issues with the following Congressmen: Pat Tiberi (R-OH), David Joyce (R-OH), Chris Gibson (R-NY), Pat Meehan (R-PA), Peter King (R-NY), and Aaron Schock (R-IL).

On June 13th, M.E.B.A. hosted another fundraiser event with the maritime labor industry for Senator Mary Landrieu (D-LA). During the event, M.E.B.A. staff and officials spoke with the Senator in-depth about the importance of protecting the Food Aid program. She promised to continue to be an advocate for the U.S. Merchant Marine and to help fight to keep the program in its current form, thus ensuring vital cargo needed to sustain the U.S.-flag fleet.

Sen. Landrieu also talked in detail about making long-term investments in the nation’s ports and waterways infrastructure. She emphasized that these investments will help to create and sustain good U.S. maritime jobs, and would help boost the economy.

The Senator sits on the Appropriations, Homeland Security and Governmental Affairs, Energy & Natural Resources, and Small Business & Entrepreneurship Committees. She also chairs the Appropriations Committee’s Subcommittee on Homeland Security.

On June 20th, M.E.B.A. also hosted fundraiser events for Congressman Cedric Richmond (D-LA) and Senator Mark Pryor (D-AR) with the maritime industry.

Rep. Richmond came to the industry’s aid in helping to defeat the Royce amendment and protect the PL 480 Food for Peace program. He promised to continue to educate other Members

of Congress about the importance of this program to our industry, and to teach them about the vital role the U.S. Merchant Marine plays in national defense and economic security. He encouraged the industry to continue to reach out to the Members who did not vote down the Royce amendment in order to inform them about the value of the U.S.-flag industry and why we need this vital cargo. Richmond also promised to continue his work with the Congressional Maritime Caucus, which he co-founded, on issues such as food aid and cargo preference.

Senator Pryor has also championed the maritime industry. He promised to continue to help with the food aid fight on the Hill, and was eager to learn all the details about the false and misguided attacks that USAID and other opponents have launched against the program. In addition, he said he would continue to protect the Jones Act and help fight for MSP and Ex-Im Bank funding.

On June 26th, M.E.B.A. hosted a fundraiser for Congressman Derek Kilmer (D-WA) with leaders in the transportation and infrastructure industries. Rep. Kilmer has proven to be a good friend of the M.E.B.A. and a strong supporter of the maritime industry. He is a staunch defender of the food aid program, and has always kept an open ear when it comes to our industry’s issues. He is a firm believer in infrastructure investment as a way to support the U.S. economy and create American jobs.

The Congressman talked in depth about his push for infrastructure investments, not only in his own district, but nationwide. He spoke about how sequestration has hurt this country and that he firmly believes there is a better alternative, but that Congress needs to work in a bi-partisan manner in order to do away with the harm these drastic government cuts are causing. Rep. Kilmer also spoke about how he is looking for ways to reach across the aisle and work with other Members of Congress in order to help create jobs and put America back to work. He



M.E.B.A. Seattle Branch Agent Dave Nashif, M.E.B.A. EVP Dave Nolan, and M.E.B.A. Alaska Rep Ben Goldrich attend the Juneau, AK AFL-CIO event "Keeping watch on the Pulse of affairs in the state of Alaska."

promised to continue to champion the Jones Act, food aid, and our industry as a whole.

Rep. Kilmer serves on the Armed Services and Science, Space & Technology committees.

West Coast Officials Meet with Rep. John Garamendi, Sen. Barbara Boxer & Mayor Jean Quan

M.E.B.A. leadership on the West Coast demonstrated the importance of lobbying for the U.S. Merchant Marine and in keeping M.E.B.A.'s interests "on the radar" of the important decision makers on Capitol Hill.

On May 11th, Executive Vice President Dave Nolan and Oakland Representative Joseph Brooke met with Rep. John Garamendi (D-CA) and discussed his continued support for Jones Act shipping and U.S. maritime jobs during the 36th Annual Basque BBQ held on the Congressman's family ranch in Northern California. Congressman Garamendi is the ranking member of the U.S. Coast Guard and Maritime Transportation Subcommittee. He also serves on the Armed Services, Transportation and Infrastructure, and Agriculture Committees. He is a fourth generation farmer and his unique perspective and influence on these important Committees ensures that the PL-480 "Food for Peace" program remains on his Congressional agenda.

M.E.B.A. Oakland Rep. Brooke also met with Senator Barbara Boxer (D-CA) and Oakland Mayor Jean Quan on May 3 at the Bay Planning Coalition Forum in Oakland, CA. Brooke spoke to Senator Boxer about President Obama's proposed modifications of the Food for Peace program; the Senator affirmed her support for the continuance of the current program. Brooke then spoke with Mayor Quan and voiced his support for the new direction the Port of Oakland must take to remain competitive with other West Coast ports. Brooke has been involved in the Alameda Labor Council and voicing labor's concerns to the acting Executive Director of the port.

M.E.B.A. & AMC Host CEA Meeting and Speak with Rep. Cramer

M.E.B.A. and AMC hosted the monthly meeting of the Consumer Energy Alliance (CEA) in May. The speaker at the meeting was U.S. Congressman Kevin Cramer (R-ND). Rep. Cramer sits on both the House Natural Resources Committee and the House Science, Space and Technology Committee. He spoke about shale energy development and the Keystone XL pipeline project. Rep. Cramer supports the U.S. export of natural gas should the supply and price allow for such. The Congressman also stated that he backs the use of U.S. flagged ships and U.S. mariners to export LNG. Rep.

Cramer further stated that he strongly insists on keeping the U.S. Food for Peace program (PL-480) in place to protect U.S. agricultural, transportation, and mariner jobs.

The Consumer Energy Alliance (CEA) is an independent, nonprofit, nonpartisan organization dedicated to expanding the dialogue between energy consumers and energy producers in order to advance a more sensible U.S. energy policy.

M.E.B.A. & MM&P Defend U.S.-Flag Fleet with MAC Program

In the face of recent attacks to programs and policies influential to our industry, M.E.B.A. and the International Organization of Masters, Mates & Pilots (MM&P) are fighting back. Currently, M.E.B.A. and MM&P are the only seafaring unions participating in an essential maritime industry grassroots campaign known as the Maritime Advisory Committee program (MAC). The program provides maritime labor, along with U.S.-flag carriers and maritime associations, a local and bi-partisan way to educate members of Congress about the importance of our industry. Throughout the nation, there are currently over 40 committees in the program based in various Congressional districts.

Recently, M.E.B.A., MM&P, and other MAC participants met with Congresswoman Linda Sanchez (D-CA), a long-time friend and reliable supporter of our industry, and her top staff. Among the various maritime issues discussed throughout the 90-minute session was President Obama's misguided proposal to end the PL 480 Food for Peace Program. Rep. Sanchez praised the MAC program for its grassroots campaign and urged M.E.B.A., MM&P and the other participants to continue their efforts in educating members of Congress in D.C. and back home in their districts. The Congresswoman also came to the industry's defense and voted down the Royce Amendment in June.

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Financial advice for MEBA Members

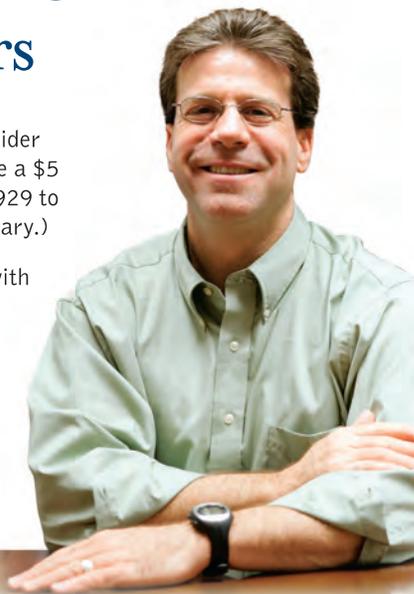
If you are within 5 years of retirement, consider scheduling a free retirement review. Receive a \$5 **Starbucks** Card just by calling 866-989-2929 to introduce yourself. (No appointment necessary.)

Reserve a time to discuss your retirement with Mark Buser, CFP, at the following MEBA meetings:

Seattle—October 7; November 4;
January 6

Oakland—September 3; October 8;
November 5; January 7

Long Beach—September 5; October 10;
November 7; January 9



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Staten Island Ferry System Gets Federal Funds for Sandy Recovery

Thanks to the Sandy Relief Bill, Manhattan public transportation systems, including the Staten Island Ferry System and Whitehall Street Terminal, will be receiving federal funds to help with repairs from damage done by Superstorm Sandy.

U.S. Senators Charles E. Schumer (D-NY) and Kirsten E. Gillibrand (D-NY) announced the New York City Department of Transportation (NYCDOT) will receive \$21.89 million in federal emergency funding for transportation projects to help with costs related to preparation or response to the effects of Sandy. The Staten Island Ferry will receive \$12,081,738 in capital

funds and \$2,313,090 in operating funds.

“Superstorm Sandy wreaked havoc on New York City’s transit systems, including the heavily used Staten Island Ferry, and NYCDOT crews worked around the clock to make sure this critical infrastructure was protected,” said Schumer. “This will ensure that the burden of recovering from Sandy is not put on the local commuter and taxpayer.”

“In the aftermath of the storm, our city infrastructure suffered enormous damage while our city workers were on the front lines tirelessly working to repair and protect mass transit service across the city, including service for the Staten Island Ferry,” said Gillibrand. “These necessary reimbursements are an

important step as we continue to help New York recover and rebuild.”

M.E.B.A. Mariners Answer Call for Simulated Breakout

M.E.B.A. successfully filled over 100 simulated jobs in the Maritime Administration’s (MarAd) latest tabletop government fleet activation. This was a paper exercise and mariners were not required to report to the vessels. However, MarAd conducts the exercise to evaluate whether the industry’s workforce is capable of supporting a major ramp-up of surge sealift ships.

The two-week Command Post Exercise that began on June 5 simulates the activation of the Ready Reserve Force fleet and Military Sealift Command vessels in order to test procedures

and coordination necessary to meet strategic sealift requirements. M.E.B.A. was assigned with filling engine and deck officer positions on almost 20 government ships managed by Patriot, Keystone and Marine Transport Lines. An imposed 3 p.m. deadline on the Keystone vessels further made this a challenging undertaking. However, M.E.B.A.'s point person for this exercise, Houston Representative/Dispatcher Erin Bertram, was up to the task utilizing our patrolmen and dispatchers to track down members. M.E.B.A. successfully navigated the deadline and fulfilled our obligation to the government. Great thanks also go out to the MM&P for their invaluable assistance in this exercise. The continued erosion of this nation's mariner pool has made the prospects of fluidly crewing wide-scale Government vessel activations more problematic. However, M.E.B.A.'s team once again rallied for another winning effort. Our thanks go out to all the members who participated in this exercise.

M.E.B.A. Members Help to Make Maersk Reflaggings Successful

Maersk Line, Limited (MLL) recently purchased and reflagged eight newer and larger containerships to upgrade its U.S.-flag fleet.

The reflagging schedule was as follows: on May 14, the **MAERSK DENVER**

replaced the **SEALAND METEOR**; on May 17, the **MAERSK DETROIT** replaced the **SEALAND CHAMPION**; on May 25, the **MAERSK MEMPHIS** replaced the **MAERSK WYOMING**; on June 7, the **MAERSK COLUMBUS** replaced the **SEALAND MERCURY**; on July 1, the **MAERSK HARTFORD** replaced the **SEALAND EAGLE**; and on July 3, the **MAERSK ATLANTA** replaced the **SEALAND RACER**.

MLL reported that all officers onboard the vessels were professional, well trained, and expertly skilled during the transition process.

M.E.B.A. thanks all the officers aboard the vessels who took time out of their vacations to attend training sessions and took the extra time needed to make this reflagging process go as smoothly as possible. MLL stated that all members of the crew are working together as a team to fulfill all reflagging requirements and have been extremely flexible with their personal schedules. Thank you again to our members sailing aboard these ships for your professionalism and staunch work ethic.

MLL's investment of approximately half a billion dollars in the new vessels will improve the quality of service to the Middle East and Mediterranean Sea from the U.S. East Coast. Since 2000, MLL has invested over \$1.75 billion dollars to modernize its fleet in support of the U.S. government

and military. The vessels are about 10 years younger than the outgoing ships, offering improved fuel efficiency and environmental performance.

The vessels will join Maersk Line's weekly Middle East Container Line service (MECL1). This route serves commercial customers and the U.S. military, and it transports U.S.-grown food aid. MECL1 will be the industry's only direct U.S. flag service to and from the U.S. East Coast and Pakistan, and the service includes a new stop in Algeiras, Spain.

All eight vessels will join the Maritime Security Program (MSP) and Voluntary Intermodal Sealift Agreement (VISA). "We are pleased to bring more modern and useful assets into the MSP and VISA fleets," said John Reinhart, MLL's President and CEO. "The vessels will augment our nation's security and sustain jobs for the U.S. Merchant Marine, the fourth arm of our national defense."

Maritime Labor Alliance Announces Appointment of Executive Board

The members of the Maritime Labor Alliance comprised of the M.E.B.A., the International Organization of Masters, Mates & Pilots, the American Radio Association, the Inlandboatmen's Union, the International Longshoremen's Association, and the



The MLA meeting included ARA General Counsel Ed Steinberg, ILWU Secretary-Treasurer William Adams, M.E.B.A. EVP Dave Nolan, ILWU President Robert McEllrath, ILA Assistant General Organizer John Baker, M.E.B.A. Secretary-Treasurer Bill Van Loo, IBU President Alan Coté, ARA President John Radcliffe, M.E.B.A. President Mike Jewell, ILA President Harold Daggett, MM&P President Don Marcus, ILA Vice President John Bowers Jr., ILA Executive Vice President Benny Holland, and ILA Legislative Representative Ingo Esders.

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The MLA met at M.E.B.A. HQ to discuss strategies for working together in the future and elect their Executive Committee.

International Longshore and Warehouse Union met at M.E.B.A. HQ in Washington, DC on June 6, 2013.

Participants unanimously appointed MM&P President Don Marcus as President and M.E.B.A. President Mike Jewell as Secretary Treasurer of the MLA. The MLA Executive Committee also includes ARA President John Radcliffe, IBU President Alan Coté, ILA President Harold Daggett, and ILWU President Bob McEllrath.

“The members of the Maritime Labor Alliance are united and speak with one voice. Our respective memberships, whether shore side or at sea, are stronger together under the Alliance,” said Marcus. “The existing structures that our unions work within aren’t sufficient; under MLA we will work more closely together to promote the economic viability of U.S. ports and the United States-flag shipping industry; our jobs depend on it. It cannot be business as usual.”

Senate Passes WRDA Bill

The Senate voted 83 to 14 to pass the Water Resources Development Act of 2013 (WRDA). The bill includes critical language that prioritizes dredging in the Great Lakes navigation system. WRDA finally recognizes the Great Lakes as an

interconnected commercial navigation system and requires that no less than 20 percent of the new, additional revenues coming into the Harbor Maintenance Trust Fund (HMTF) annually be used for “projects that are a priority for navigation in the Great Lakes Navigation system.” In addition, the bill authorizes hundreds of millions of dollars of additional maintenance spending over the next decade to bring expenditures more in line with revenues. It also provides funding for critical flood protection, ecosystem restoration, various navigation routes and will create around 500,000 jobs.

AOTOS 2013 Honorees Announced

The United Seamen’s Service (USS) announced this year’s recipients of the Admiral of the Ocean Sea (AOTOS) Awards will be Philip W. J. Fisher, president of Charles Kurz & Co. Inc. and executive vice president of Keystone Shipping; U.S. Rep. Peter King (R-NY), and Manny Rouvelas of the law firm Kirkpatrick & Lockhart Preston Gates Ellis. The ceremony will be held on November 15 at the Sheraton Hotel and Towers in New York City. The event serves as a fundraiser for the USS and the American Merchant Marine Library Association. M.E.B.A. congratulates the

honorees.

M.E.B.A. & Transportation Labor Mourn the Passing of Senator Frank Lautenberg

Sen. Frank Lautenberg (D-NJ), a long-time friend of the M.E.B.A. and a fierce advocate for transportation labor, passed away on June 3 at the age of 89. The Senator was the last remaining World War II veteran currently serving in the Senate. He lost his battle with viral pneumonia at New York-Presbyterian Hospital/Weill Cornell.

“It is with a heavy heart that we mourn the loss of Sen. Frank Lautenberg, a stalwart proponent of a vibrant and safe transportation system and a tireless advocate of the men and woman who work in this vital sector of our economy. Whether leading the charge to enhance transportation safety and security, secure funding for necessary transportation investments or defend basic collective bargaining rights on the Senate floor, transportation workers knew they had a friend in Frank Lautenberg,” said Edward Wytkind, president of the AFL-CIO Transportation Trades Department (TTD). “In the area of transportation safety and security there was no greater champion than Senator Lautenberg. He understood that our government has a sacred obligation to ensure that workers come home safely every day and he served to fulfill this responsibility.”

Sen. Lautenberg grew up in a working-class family and understood the need to protect U.S. jobs and expand our national infrastructure. He served as chairman of the Senate Commerce Committee’s Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security, and was a member of transportation-related subcommittees on the Appropriations Committee and the Environment and Public Works Committee. He served in the Senate from 1982 to 2001, and then again from 2003 until his passing.

Rest in peace Sen. Lautenberg, you will be greatly missed.

DOT Honors Merchant Mariner on Memorial Day

Deputy Maritime Administrator Paul “Chip” Jaenichen, along with the Department of Transportation (DoT) and distinguished guests, participated in an event commemorating service men and women at the World War II Memorial in Washington, D.C. This year’s ceremony included a special honor, veteran merchant mariner James Van Splunder, 91, was awarded his service medals after waiting 68 years for his service to be recognized.

Mr. Van Splunder served bravely in World War II, starting at the age of 19. He sailed as a merchant mariner from 1944 to 1945, accruing a total of 401 days of sea time. He delivered vital ammunition and combat essentials all over the world in support of U.S. national security. He is also a decorated ex-Marine.

Former U.S. Transportation Secretary Ray LaHood recognized the U.S. Merchant Marine on his blog as the Nation’s “fourth arm of defense”, as dubbed by President Franklin Delano Roosevelt. He also stated that over 215,000 U.S. merchant mariners served in WWII, delivering almost 270 billion long tons of cargo. He also acknowledged that despite having one of the highest casualty rates during WWII, merchant mariners were not given veteran status until 1988.

“Their commitment and service was invaluable. And, as I wrote last week on National Maritime Day, it was not without risk,” wrote LaHood. “Mariners like Mr. Van Splunder, all of whom were volunteers, served their nation capably and courageously through sealift operations supporting our military efforts overseas. By honoring their service, we help ensure that their devotion and sacrifice are not forgotten.”

Mike Jewell Letters to the Editor Published

In late spring, President Mike Jewell wrote letters to various newspapers

across the country, calling for protection of the Jones Act in order to strengthen the U.S. Merchant Marine and create U.S. jobs. Two of his letters were quickly picked up by the *Patriot Ledger* in Boston, MA and *The Advocate* in Baton Rouge, LA. To read the letters in full visit: <http://www.patriotledger.com/topstories/x1039441576/MICHAEL-JEWELL-Boston-Support-jobs-through-U-S-Merchant-Marine> and <http://theadvocate.com/news/opinion/6028707-123/letter-jones-act-defends-us>.

Drawbridge Hits Interlake’s HERBERT C. JACKSON

On May 12, as the Interlake vessel **HERBERT C. JACKSON** was hauling 23,000 tons of iron pellets up the Rouge River it was hit by a drawbridge. At 2:10 a.m. on Sunday as the vessel was passing under the Jefferson Avenue Bridge in Detroit, the bridge operator lowered it on top of the freighter.

Luckily, none of the 24-member crew were injured. The vessel suffered a 2-inch gash in the hull around 15 feet above the waterline. The vessel was repaired and able to continue its voyage to Dearborn’s Severstal North America plant to deliver its cargo. The bridge however suffered significant damage and is closed indefinitely as the Army Corps of Engineers assesses the damage, according to the Wayne County Department of Public Services.

U.S. Coast Guard Lt. Justin Westmiller reported that tests completed on the 45-year old bridge operator on the scene of the accident show that she had a blood-alcohol level above Michigan’s legal limit of 0.08 percent.

The M.E.B.A. salutes the crew for their professionalism during the incident.

Interlake Moves Forward with Converting Vessels to LNG Fuel

The Interlake Steamship Company has reached an agreement in principle for Shell to supply liquefied natural gas (LNG) to support the conversion of its

vessels to LNG as the main propulsion fuel. Once converted, these vessels are expected to be the first LNG-powered ships on the Great Lakes and among the first in the U.S. With a goal of converting the first vessel by the spring of 2015, Interlake is already working through engineering and design, seeking regulatory approval and securing financing. Shell would be Interlake’s exclusive supplier of LNG for each converted vessel.

The conversion of Interlake’s vessels from heavy fuel oil burning engines to engines that operate on LNG will require Interlake to make significant capital investments in its fleet. However, the company expects those investments will result in significant reductions of carbon dioxide, sulfur oxide, nitrogen oxide and particulate matter.

“This move takes our dedication to environmental stewardship to the next level,” explains Mark Barker, President of Interlake. “While the marine mode of transportation is already by far the most environmentally friendly way to move goods throughout the Great Lakes region, operating on LNG would further reduce our vessels’ environmental impacts. We not only respect the needs of our customers, but work to minimize the impact on the waterways which we operate.”

The move to LNG allows Interlake to use a fuel that is sourced, produced and distributed entirely in North America, reducing the use of and reliance on imported fossil fuels.

“The marine transportation industry already supports thousands of jobs and billions of dollars in wages throughout the Great Lakes,” added Barker. “We are now evolving in a way that would allow Interlake to participate in the long-term growth and economic prosperity of the region that it has served for 100 years. This move allows us to back the growing natural gas industry, which is also creating valuable jobs here in the U.S.”

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M.E.B.A. Attends ALADS Banquet

The Association of Los Angeles Deputy Sheriffs (ALADS), a cherished affiliate of M.E.B.A., held their 13th Annual Awards Banquet on June 8th. In attendance were LA Branch Agent Rich Doherty and his wife, LA Patrolman John McElhone and his wife, Cindy Nizetich wife of former West Coast V.P. and long-time L.A. official the late Mike Nizetich, member Allison Williams, and APL C/E Jamie McPolland and his wife. M.E.B.A. considers it an honor to celebrate ALADS by attending this yearly event with these heroes and affiliates. During the banquet, M.E.B.A. members spent the night telling sea stories vs. street stories with sheriffs from ALADS.

Inaugural "Maritime Triathlon" at CMES a Success

The inaugural "Maritime Triathlon" held at the Calhoon M.E.B.A. Engineering School, in Easton, MD on Sunday May 19 proved successful. Athletes started with a 1500 meter swim in the Miles River using the hydraulic boatlift at Kirkland Manor (the "Manor House") dock as the swim exit. They then raced past the Manor House to start a 24-mile bike course that ran through the town of Easton, past the Easton "Newnam Field" Municipal Airport, and back to the CMES campus. The triathlon finished with a 6.2-mile (10K) run. The winner's overall time was clocked at two hours, six minutes and 5 seconds. To view the event results visit http://www.setupevents.com/index.cfm?fuseaction=event_results&id=3483.

The Triathlon organizers, Set Up Events, made a donation to the M.E.B.A. Merchant Marine Memorial Foundation on behalf of M.E.B.A. member Jack "J.J." Engelbrecht. JJ passed away in June of 2012 after fighting a courageous battle with cancer. He was a 1983 Calhoon graduate and was an avid cyclist, skier, and all around outdoorsman.

"The event was a great success and I know that JJ would have enjoyed it," said Secretary-Treasurer Bill Van Loo. "With his bicycle as the trophy (like the Stanley Cup) for this event it was a great way to honor his memory. Many thanks also go to the Engelbrecht family for all their help and support in making this event a great tribute to JJ."

Donation from Shipyard Brewing Helps Raise Money for G&W Fund

Shipyard Brewing Co. of Portland, ME generously donated "A Year of Beer" (a case a month for a year) to the M.E.B.A. Boston Hall. The donation was used for a raffle for the Good and Welfare Fund. Boston members raised \$350 for the fund. The lucky winner was Robert "Cuda" Barrett. M.E.B.A. expresses its thanks to Shipyard Brewing for its generosity and to all M.E.B.A. members who participated in the raffle. Cheers to a good cause!

Reminder of Notice for Members Concerning VPDS

According to IMO – STCW there are three levels of security training onboard a vessel. Eventually everyone will have to have an endorsement on their Merchant Marine Credential (MMC) indicating the level they are trained to which will determine what positions they can sail. After January 1, 2014, foreign Port State Administrations will start looking for these endorsements. Members who do not have these endorsements on their MMC may find it difficult to sign aboard the vessel.

The levels of security training are: (1) Security Awareness – the lowest level of training, this endorsement is for persons without security duties, such as cooks; (2) Vessel Personnel with Designated Security Duties –the endorsement for vessel personnel who have limited security duties aboard the vessel but are not serving as the Vessel Security Officer (VSO), it includes junior officers that supervise the ABs or perform maintenance of security equipment; (3) Vessel Security Officer (VSO) –the

highest level of security training and is only required for crewmembers that would be designated to be the VSO. Since it is the highest level, this training could be substituted for either of the other two security levels.

If members have vessel security duties other than VSO, they can have the VPDS endorsement put on their MMC by filling out CG form 719B; in Section II – Type of Transaction, put a X in the box marked "STCW Certificate" and an X in the corresponding box under "endorsement." In the box marked "Applying for," write in "STCW Endorsement – Vessel Personnel with Designated Security Duties (VPDS)." Fill out all information that is pertinent on the form, not just section II. Members will also need a letter from the captain of their vessel attesting that they have performed security duties on the vessel.

If members want to take a course, they should contact the Calhoon M.E.B.A. Engineering School for more information.

Plans Notice - Additional Medicare Tax in 2013 Pay Vouchers - New Requirement for Vacation and Port Relief

For years prior to 2012, wages were subject to a 2.9% Medicare tax, the payment of which was split between the individual and the employer, with the employee's 1.45% part withheld from wages. Effective January 1, 2013, the Medicare payroll tax increased by 0.9% for individuals making more than \$200,000 and married couples making more than \$250,000.

The statutory change requires employers, and entities that are considered "statutory employers" such as the M.E.B.A. Vacation Plan, to withhold the additional 0.9% on wages in excess of \$200,000 paid to an employee in a calendar year, regardless of whether the individual employee is actually liable for the additional Medicare tax.

In order to properly comply with this new requirement, the M.E.B.A. Vacation Plan now requires that all Coast Guard Discharges submitted with an Application for Vacation Pay be accompanied by the corresponding pay vouchers. Please note that the pay vouchers must show all wages and tax deductions for the entire period of employment. This will ensure that the M.E.B.A. Vacation Plan is in compliance with this new statutory wage withholding requirement.

Please direct questions to the Vacation Plan Office in Baltimore at (800) 811-6322 or vacation@mebaplans.org or any Plan Office representatives in the Outport offices.

M.E.B.A. Telex Times

Members are reminded that if they would like to receive the *Telex Times* directly to their email inboxes, they should email Audra Kincaid at akincaid@mebaunion.org with their email address and note whether they would prefer to receive the newsletter in plain text or PDF format. Please make sure that akincaid@mebaunion.org is listed as a safe sender so the *Telex* is not blocked by spam filters. Past issues of the *Telex Times* can be found on the M.E.B.A. website at <http://mebaunion.org/MEBA/news/telex-times/>.

Make Sure You Update Your Information with HQ

Be sure to inform Headquarters directly if you have changed your contact information. There is an address change form on our website to help expedite the process. It can be found at <http://mebaunion.org/MEBA/union-update/>. Please make sure you have the latest version of Adobe Acrobat installed on your computer in order to use the online form and use the Internet Explorer browser when accessing the form. Alternatively, you can e-mail your updated information to membership@mebaunion.org.

Those active and retired members who have not received mailings from Headquarters such as the *Marine*

Officer or other important information may want to log onto our website to clarify their address. Because the M.E.B.A. Plans office in Baltimore and Headquarters databases are NOT linked, you must also forward a signed change of address form to the Plans Office if you wish to update your information with them.

PAY YOUR DUES!

The M.E.B.A. By-Laws state, “No member shall be entitled to any benefits of the Union or be considered in good standing unless his [or her] dues are paid up for the full current calendar quarter or paid in accordance with any dues checkoff system under any collective bargaining agreement maintained by the National or this District.”

In addition, any member or applicant in arrears on their dues and/or service charges can be put under review by the District Investigating Committee (DIC) and WILL BE DROPPED from the membership or applicant rolls. If you are in arrears and desire to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage to return to good standing. Members and applicants can make payments online now in a secure manner. Visit the M.E.B.A. homepage at www.mebaunion.org.

M.E.B.A. Members Encouraged to take LNG Class at CMES

With developments in the LNG market and talk of the United States possibly becoming a large exporter of LNG in the near future, M.E.B.A. leadership is making decisions that will have effects on possible job opportunities for the membership in one to five years. In order to be fully prepared, M.E.B.A. encourages all members who have not yet taken the LNG class at the Calhoun M.E.B.A. Engineering School (CMES) in Easton, MD to do so. For more information on the class, visit the CMES website at <http://www.mebaschool.org/>.

TWIC Updates

Congressman Rick Larsen (D-WA), a long-time friend of the M.E.B.A., sent a letter to Department of Homeland Security Secretary Janet Napolitano requesting the withdrawal of the “flawed rulemaking for implementation of Transportation Worker Identification Credential (TWIC) card readers.”

Rep. Larsen stated that this withdrawal would be consistent with a recent Government Accountability Office report on the deficiencies in the rulemaking process, and listed numerous other issues with the implementation of the TWIC program that have severely inconvenienced mariners and failed to improve the security of vessels, ports and maritime infrastructure.

To read the letter in full visit the “What’s New” section on the M.E.B.A. website.

The Government Accountability Office (GAO) study of the pilot test was aimed at assessing the technology and operational impact of using the Transportation Security Administration’s (TSA) TWIC with card readers. The study showed that the test’s results were incomplete, inaccurate, and unreliable for informing Congress and for developing a regulation (rule) about the readers. The report identified numerous challenges related to pilot planning, data collection, and reporting which affected the completeness, accuracy, and reliability of the results. According to the GAO, these issues call into question the program’s premise and effectiveness in enhancing security. To read the report in full visit: <http://www.gao.gov/products/GAO-13-198>.

MSC Change of Command; RADM Buzby Hands Reins over to RADM Shannon

Rear Adm. Mark H. Buzby was relieved of his position as commander of the U.S. Navy’s Military Sealift Command (MSC) by Rear Adm. Thomas “T.K.” Shannon on May 10. After 34 years of outstanding and distinguished service

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M.E.B.A. Secretary-Treasurer Bill Van Loo shakes hands with RADM Mark "Buz" Buzby at the MSC change of command ceremony. The M.E.B.A. will miss the devotion and leadership to the U.S. Merchant Marine (USMM) that he displayed while leading MSC.

in the Navy, three and a half of which was spent leading MSC, RADM Buzby stepped down from and retired from the Navy.

"With very few exceptions, I loved doing what I was doing and was always grateful for the opportunity to keep on doing it – especially when the assignment was at sea. I've always been fascinated by ships and boats, probably inspired by visits to magnificent ships like **SS UNITED STATES**, **SS CONSTITUTION**, and **RMS QUEEN MARY** when I was very young, so a life at sea was a natural draw for me," wrote RADM Buzby on SEALIFT the official blog of the U.S. Navy's Military Sealift Command. "While the ships may have drawn me to sea, it was the mariners and the sailors whom I served with on ships over the years that made me sure that I had chosen the right profession. It is as true today as it was the first day I stepped aboard **SS MORMACSAGA** as a cadet and knew I was in the 'right place.'" To end my career in a position to serve with and lead professional mariners has been a high privilege, and spawned a cherished set of memories."

M.E.B.A. officials and staff attended the official ceremony and personally



At the beginning of May, the M.E.B.A., AMC, MM&P, MIRAID, and the Kings Point Club of Washington D.C. hosted a farewell for Rear Admiral Mark H. "Buz" Buzby, USN and welcome for Rear Admiral Thomas "T.K." Shannon, USN at the Army and Navy Club in D.C. Pictured from left to right are MM&P President Don Marcus, RADM Thomas K. Shannon, M.E.B.A. President Mike Jewell, RADM Mark H. "Buz" Buzby, and AMC President Lee Kincaid.



RADM Thomas "T.K." Shannon spoke passionately about his time at Maine Maritime Academy ('82) and his admiration for the USMM. The M.E.B.A. looks forward to working with the RADM in the future.

thanked RADM Buzby for his service and dedication to the U.S. Merchant Marine and MSC.

RADM Shannon, a 1982 Maine Maritime Academy graduate and former commander of the Carrier Strike Group One in San Diego, CA has now assumed command of MSC. The M.E.B.A. welcomes the RADM aboard and looks forward to working with him.



Maritime leaders came to honor and thank RADM Buzby, a 1979 graduate of the U.S. Merchant Marine Academy, for his dedicated and tireless service to MSC and the maritime industry as a whole over the years. Luckily for maritime, the RADM made it clear that while he is taking the summer off to enjoy sailing on his boat, he will remain active in the industry and will continue to be a strong advocate for our issues and mariners.

M.E.B.A. Calls for Recognition of U.S. Mariners in the Cruise Industry

M.E.B.A. is proud to represent U.S. merchant mariners on the only large

U.S.-flagged and U.S. crewed cruise ship, the Norwegian Cruise Lines (NCL) **PRIDE OF AMERICA**.

Recent media coverage concerning the cruise line industry has highlighted the lack of qualified ships' officers in this industry. However, the coverage has not addressed the skill and professionalism of the crew of the **PRIDE OF AMERICA**, a U.S.-flagged cruise ship. This vessel and its mariners have an outstanding safety and environmental record. In fact, it is the best in the industry, exceeding all the requirements and regulations set in place by the U.S. Coast Guard (USCG), the U.S. Environmental Protection Agency, the Occupational Safety and Health Administration and the International Maritime Organization.

The M.E.B.A. welcomes all opportunities to expand current job positions for our U.S. mariners in the cruise industry. We have experienced members who are ready and willing to crew these highly sophisticated vessels servicing the cruise industry. An important element in maintaining this condition of readiness is the training conducted at the Calhoun M.E.B.A. Engineering School (CMES). Since its founding in 1966, CMES ensured that M.E.B.A. deck and engineering officers are prepared with courses unique to the service requirements, including those of the cruise ship industry.

If there were more opportunities for U.S. mariners, the M.E.B.A. could help further ensure the safety of U.S. citizens, our national defense, and our economy. While other U.S. maritime unions may call for additional job opportunities, the M.E.B.A. is the only organization that actually has U.S. officers who work in and can give an accurate portrayal of the state of the industry

M.E.B.A. Attends Hawaiian Maritime Ohana BBQ

On April 29, the Hawaiian Ports Maritime Council of Honolulu held its second annual Maritime Ohana BBQ



SIU HNL Agent Hazel Galbiso, M.E.B.A. EVP Dave Nolan, SIU VP Nicholas Marrone, and M.E.B.A. HNL Rep. Luke Kaili pause for a picture at the annual event.



Senator Mazie Hirono (D-HI), and EVP Dave Nolan attend the Annual Maritime Ohana Barbeque.

in support of the maritime community and the Jones Act. M.E.B.A. Executive Vice President Dave Nolan and Honolulu Representative Luke Kaili were there to meet with supporters of maritime labor. Kaili served as master of ceremonies for the evening and was well received by the local politicians, according to Nolan. This provided a great opportunity for maritime unions to reach out and speak to the legislators who make the policies that affect our industry and livelihoods. In attendance were Senators Mazie Hirono and Brian

Schatz, Congresswoman Tulsi Gabbard, Governor Neil Abercrombie, and Mayor Kirk Caldwell. Kaili thanked all the active M.E.B.A. members and retirees who attended and helped make the evening a great success.

Sailors' Snug Harbor is Available to Help Mariners in Need



Sailors' Snug Harbor (SSH) was incorporated in 1806 and a board of Trustees was formed as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant and sea captain. It was Captain Randall's desire to have his estate utilized to assist 'aged, decrepit and worn-out seamen...', upon his death.

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Location: TBA Register By: 10/28/2013



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 - ⇒ **CFS Tips: Social Security / Medicare / Tax Code**
 - ⇒ **Investment Outlook: Genworth Financial**
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- Motivational Guest Speaker** 6:15 pm - 7:00 pm
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SSH is a non-profit organization whose mission is to aid retired career mariners in need of assistance. SSH no longer owns or operates a retirement facility for mariners in Sea Level, NC, Staten Island, NY, or anywhere else. Today, it assists mariners in their home communities where they are familiar and more likely to be near family and friends.

SSH offers support to career mariners who can demonstrate they have a need for financial assistance and meet the following requirements:

- 3650 days of deep sea time proven through discharge papers (50% on US flagged ships)
- 65 years of age or older (exceptions may be made in rare cases)
- A proven need for financial assistance.
- Assets may NOT exceed \$50,000 (primary residence excluded)
- All public benefits available to an eligible mariner must be accessed before any subsidy from SSH is approved (e.g. VA benefits, Medicaid)

Each interested mariner must complete an application that requires detailed information about present living arrangement, and financial history.

If you have any questions or are in need of assistance, please call the mariner counselor at 1-888-257-5456. The web site www.thesailorssnugharbor.org includes SSH's application. If you do not have access to a computer, please call the organization and they will send you one.



Faces around the Fleet



M.E.B.A. AVP Chris Guerra visits Great Lakes Maritime Academy cadets to explain the ins and outs of union membership and the shipping industry.

Photo credit to M.E.B.A. retiree Michael Hainen.



Attendees of the Houston hall's April Retiree Breakfast were (from left to right) Greg Fauntleroy, Charlie Crawford, Steve Smith, Helga Schwab, Mike Rosprim, Don Schwab, Jesse Sweet, Howard Townsend, Billie Elison, Ralph Barber, Carol Curtiss, Gary Smith, Roger Del Valle, Reggie Lavelle, and Houston Rep. Erin Bertram.

Know Your Halls

Welcome to M.E.B.A.'s New York/New Jersey hall, the busiest hall on the East Coast. It is the home office of the Atlantic Coast Vice President Chris Guerra, East Coast Patrolman Rich Adams, East Coast Dispatcher Sharon Van Geldren, and Ferry Representative Mike O'Toole. It is also the location of M.E.B.A. Plans personnel, Maria Cruz of Vacation and M.E.B.A.'s national transportation coordinator, Carly Marafioti.

M.E.B.A.'s last hall in the City of New York was located in lower Manhattan on 8th Street and Broadway in the Greenwich Village area. In 1980, it moved from Manhattan to 30 Montgomery Street on the Jersey City waterfront. When it first moved there, M.E.B.A. was on the building's 8th floor where there was a beautiful view of the Manhattan skyline and the West Side highway. M.E.B.A. was located there for 27 years until gentrification of the Jersey City waterfront area caused rents to skyrocket. The Union searched for a new location and found the Edward Hart hall in 2007. The location was chosen because of the square footage, ability to alter the building for M.E.B.A.'s purposes, abundance of close parking, ease of reaching the NJ turnpike, closeness of the newly built Hudson-Bergen light rail system, and the reasonable price of the property. The building sports a huge storage area, which may be used for possible future expansion.

Presently, the M.E.B.A. rents out one of the Hall's rooms for use by the Hudson County Central Labor Council's administrative staff. They also utilize the hall for their meetings. This allows for friendly and close relations between the M.E.B.A. and the Hudson County CLC.

Various businesses and sights surround the hall. It sits on a peninsula that is at least 80 percent occupied by Liberty State Park. Around the corner, to the right of the building, is one of the two main entrances to the park. From the park, members can look directly at the back of the Statue



Patrolman Rich Adams is hard at work in the NY/NJ hall.



Atlantic Coast Vice President Chris Guerra working diligently in the hall.



Dispatcher Sharon Van Geldren keeps the hall running smoothly while welcoming members with a friendly smile.

of Liberty and into New York's upper harbor area. Located across the street from the hall is New York's *Daily News* printing plant. One block south is a municipal boating ramp used by many different organizations, including federal agencies, to launch crafts of many sizes. Directly south, within walking distance, is the Liberty National Golf Course, which has been the site of national golf tournaments that have included nationally known golfing champions such as Tiger Woods. On the west side of the peninsula is the Jersey City Science Center.

The hall is in a quiet industrial location. It is removed from the hustle and bustle of everyday city traffic and noise enabling members to come in and relax without being hampered. It is equipped with WiFi, a large screen television, large comfortable chairs and sofas, a pool table, coffee and tea, an available microwave oven and refrigerator, desktop computer, card and board games. The hiring hall has many

continued on page 34



*Permanent 1st A/E on the **APL KOREA**, Jeremy Travers takes time to speak with new applicant Md Azmal Khan in the hall.*



*Sharon Van Geldren helps Jeremy Travers clear at the window so he can report back to work on the **APL KOREA**.*

amenities to make a member comfortable while waiting for a job call.

Until recently, the hall was fully carpeted from wall to wall. However, Superstorm Sandy hit and the entire hall sustained serious flooding damage, which required major rehabilitation to the facility. With quick action, the carpets and the walls were removed within a couple of days. The hall was sanitized, the walls replaced and everything was up and running within a week. The floors were later tiled and now the hall looks



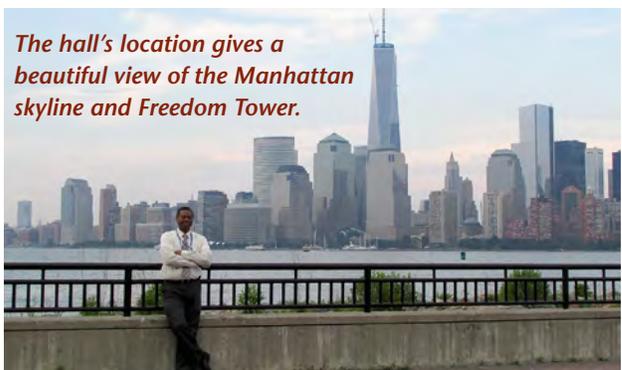
The Enterprise also flew over the union hall before it landed at Kennedy Airport.



Despite the devastation of Superstorm Sandy, the NY/ NJ hall is up and running and offers members first rate amenities to help them feel at home.

beautiful. As of this point, the hall is waiting for replacement office furniture but it is fully functional for member use.

Sharon, the NY dispatcher, works hard preparing for job calls and the handling of job orders from around the nation.



The hall's location gives a beautiful view of the Manhattan skyline and Freedom Tower.



The NY/NJ hall sits at 37 Edward Hart Drive and provides ample parking for the membership.



M.E.B.A.'s last NYC hall was located in lower Manhattan on 8th Street and Broadway.



The back of the Statue of Liberty seen from Liberty State Park near the NY/NJ hall.

The previous NJ hall at 30 Montgomery Street on the Jersey City waterfront.



The Enterprise Shuttle makes its last voyage by sea sailing into the New York Harbor next to the Staten Island Ferry boat.

She also goes out of her way to make sure members feel right at home in the hall. This has been especially comforting to members who are not from the area and seeking guidance on housing, transportation or other local issues, according to NY/NJ Patrolman Rich Adams.

ACVP Chris Guerra and Patrolman Adams operate the hall on a daily basis administering to members, manning, contract, and recruitment issues. As the port of New York

is a major East Coast port, the patrolman tries to cover as many visiting vessels as possible. In addition, Chris and Rich are responsible for internally and externally maintaining the hall. It is not unusual for members to enter the hall and see Chris doing the landscaping or Rich replacing the lighting. Members have also assisted with hall maintenance. On meeting days, retirees Pat Stevens and Robert Martens usually setup and handle the union barbecue.

Calhoun School



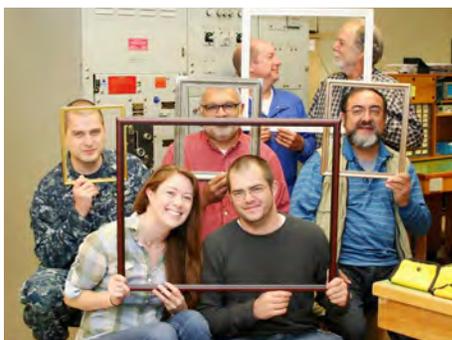
The 40-hour STCW-required **Basic Safety Training** class offers members USCG practical demonstrations in personal survival, fire prevention and firefighting, elementary First Aid (including CPR), and personal safety and social responsibilities. Members of the April 19th graduating class are (left to right) Luis Quinones, Peter Ryan, Felix Labra, Fred Olsen, Dan Tuel (Instructor), and Toby Crowley.



Small Arms is a one-week course that teaches members the proper safe care and operation of multiple firearms used aboard Military Sealift Command (MSC) vessels. The April 26th graduating class included (left to right) Bryan Jennings (Instructor), Tom Bronson, Steve Miernicki, Allen Camp, Gerry Petrocelli, Mingta "Ming" Yuen, James Curran, John Rafter, William Crowe III, and Dave Sears (Instructor).



The **Vessel Security Officer** class covers security regulations, risk assessment and mitigation techniques, anti-piracy and armed robbery techniques including the use of deadly force, and interfacing with port or company security officers and implementation of the Vessel's Security Plan. Members of the May 3rd graduating class are (left to right) Jack Menendez (Instructor), Tony Estvanik, Ben Larrabee, Mike MacDonald, James Soucy, Mingta "Ming" Yuen, Mark Gimle, Dan Mullett, Michael Crotty, Eric White, Marc Hoffman, Edwin Taylor, and Scott Nowak (Instructor).



Marine Electric Propulsion - High Voltage Safety is a combination of two one-week courses. Students gain knowledge of principles and technologies used in the design and operation of marine electric propulsion drives based synchro-converter topology, and the knowledge to work safely with energized, high-voltage, high-energy, electric power systems. The May 10th graduating class included (left to right, front) Courtney Whelan, George Cornelius (left to right, center) Igor Pavlov, Roberto Guerrero, Mario Lara (standing, left to right) Bill Radaskiewicz (Instructor), and Tru Sunderland (Instructor).



The six-week **Diesel Engineering** course gives members working knowledge of the operation and maintenance of main propulsion and auxiliary diesel engines. Members of the May 17th graduating class are (left to right) Tru Sunderland (Instructor), Darnell Slayton, Eric Lowe, James Cochara, Ernie Clements (Instructor), Dan Fraser, Helbert Esquivel, Yolanda Green, Andrew Becica, Evan Andres, and Mike Bates (Lead Instructor).



Calhoun School

The Electronic Chart Display and Information System 3100 class gives students the knowledge to create, adjust and monitor their position and course line using electronic methods. The May 24th graduating class included (left to right) John Rice, Bryan Hulse, Peter Lewia, Benjamin Romano, Charles Palmer, Kristyn Grier, and Jeff Munday (Instructor).



The one-week **Leadership & Management** course covers topics such as diversity in the maritime workforce, and familiarization with union and company business interactions. Members of the June 7th graduating class are (front row, left to right) Joshua Blanchard, Wilson Johns, Maurice Welsh, (back row, left to right) Edwin Bagley, Charles Brusa, and Daniel Earle. Not pictured: Kathryn Danko-Lord (Instructor).



High Voltage Safety is a one-week class that teaches students the skills to work with energized, high-voltage, high-energy, electric power systems. The June 7th graduating class included (left to right) Ryan Joyce, Jeffrey Charette, Kyle McGrath, Joe Dengel (Instructor), Christopher de Ronde, and Frederick Otieno.



The three-day combination **Basic Safety Training Refresher - Advanced Fire Fighting Refresher** course allows members to meet the training, education, and assessment requirements of the STCW Manila Amendments for refreshing BST. Members of the June 7th graduating class are (left to right) Timothy Dougherty, Andrew Stamm, Mieczyslaw Pekalski, William Thomas, William Hibbard, Stephen Mayo, David Gallagher, and Dan Tuel (Instructor).



The one-week **Basic Tanker Oil** class was created to satisfy all existing and new USCG training requirements. The June 14th graduating class included (left to right) John Stalkus, Denault Donovan, Daniel Earle, Andrew Stamm, Kim Higgins, Tom Norton, Maurice Welsh, and Dennis Compton (Instructor).



Calhoun School



Data Communications & Networking is a two-week course that covers modern PC-based networking principles by combining classroom theory and hands-on practice. Members of the June 14th graduating class are (left to right) Rick Fullwood (Instructor), Robert Murphy, Eric Wiberg, and Melvin Smith.



The two-week **Military Sealift Command (MSC) Officer** class includes chemical biological radiological defense, damage control, and small arms qualification. The June 21st graduating class included (left to right) Mike Blevins, Keith Grady, "George", James Curran, Marc Poniatowski, Michael Dumsha, Richard McPhail, David Shaw, Douglas Dawes, and Dan Tuel (Instructor).



Marine Electrical Systems is a four-week course that bridges the gap between textbook electrical theory and the practical skills and knowledge needed to handle shipboard electrical systems. Members of the June 28th graduating class are (left to right) Craig O'Brocki, Samuel Kumako, Paul Dery (Instructor), Chester Carpenter, Bill Radaskiewicz (Instructor), Courtney Whelan, Travis Moody, and Ron Fedorczak (Instructor).



Machine Shop is a four-week course that teaches members metalworking and machining skills required for shipboard maintenance and repair tasks. Members of the June 28th graduating class are (left to right) Shawn Locke (Instructor), Aurelian Dramba, Wesley Williamson, David Gardner, Harry McKeever, Erik Owen, John Donovan, and Aaron Schmidt (Instructor).



The one-week **Fast Rescue Boat** course teaches members many different skills including basic high and low speed operations, in water victim recovery and transport, and open water search patterns. The June 28th graduating class included (left to right) Steve Wigley (Instructor), Joseph Wardach, Timothy Dayton, Claudia Cimini, Isidro Fernandez, and James Lipinski.



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.”

HERBERT E. AUTREY, JR.

Herbert Autrey, Jr. passed away on May 18, 2013 at the age of 88. He was a resident of Spring, TX.

Brother Autrey was a WWII veteran in the U.S. Merchant Marine. After the war, Herbert continued to work on massive cargo freighters that circled the globe, eventually achieving the position of chief engineer.

He and his wife Gloria founded the Full Gospel Lighthouse Church, where she pastored for 29 years. After retirement, they moved to Texas to be near their daughter. Even in retirement, Herbert lived each day to its fullest, volunteering as a faithful member of Generations Church, working in his garden, cheering on his Atlanta Braves, and enjoying the fellowship of all his newfound friends.

Herbert was preceded in death by his wife, Gloria Autrey; and three sisters, Elsie Kent, Kathleen Pearson, and Mabel McGilberry.

He is survived by his daughter, Monica Z. Hale (Albert); grandson, Scott Brady Hale (Melissa); two

great grandsons, Julius Hale and Mason Hale; and two sisters, Iona A. Pearson and Marjoria Calloway.

HARRIET J. BAHNER



Harriet Bahner passed away on February 27, 2013 at the age of 87. She was a resident of Baltimore, MD.

Harriet served the M.E.B.A. membership as a medical assistant in the Baltimore, MD Diagnostic clinic from 1978 to 1989. After many years of dedicated service she retired on March 1, 1991.

She was the loving daughter of the late William and Mary Jacob. She was predeceased by her husband, LeRoy S. Biles, Sr. and son, Thomas W. Bahner. She is survived by her second husband Joseph F. Bahner; children LeRoy S. Biles, Jr. (Janet), George W. Biles (Arlene), and Joseph G. Bahner; five grandchildren; four great-grandchildren; and many nieces, nephews, relatives, and close friends. In lieu of flowers, memorial contributions in Harriet's name may be made to Disabled American Veterans, P.O. Box 14301, Cincinnati, Ohio 45250.

WILFORD BRASACK

Wilford Brasack passed away on November 28, 2012 at the age of 99. He was a resident of City Island, NY.

Brother Brasack had a long and successful career at sea, he last sailed in 1972. He was predeceased by his wife, Violet in 2006.

RAY A. CAMPBELL, JR.

Ray Campbell, Jr. died suddenly on June 14, 2013, at the age of 76. He was a resident of Millinocket, ME.



Brother Campbell was a 1955 graduate of Stearns High School, and a 1959 graduate of the U.S. Merchant Marine Academy. He served two years in the U.S. Navy and then began his career in



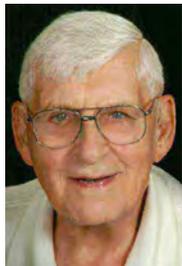
the Merchant Marine where he sailed for 30 years, attaining a chief engineer's license. He last sailed as a chief engineer aboard the **SEALAND TRADER** in August 1989. He retired from the M.E.B.A. on November 1, 1989.

He was as member and vice president of Millinocket Baptist Church, a very active member of Fin and Feather Club, a 32nd degree Mason belonging to Nollesemic Lodge No. 205 AF & AM, Millinocket, a member of Mount Katahdin Royal Arch Chapter No. 49, DGHP of the Grand Royal Arch Chapter of Maine, a member of provost guard of Anah Temple Shrine, a member of Northern Penobscot Shrine Club, and a lifetime member of the National Rifle Association.

He is survived by his loving family, including his wife of 43 years, Marion; son, David (Tiswin); his "pal" and only grandchild, Ava; sister, Polly (Roger) Boynton; sister, Maryann (Carl) Brown; and eleven nieces and nephews, including a special nephew, Ken Tansey, who was like a brother to him. In addition to his parents, Ray was predeceased by brother, Eugene; sisters, Connie Milligan and Bertha Prescott; and brother-in-law, Andy Wilkie. In lieu of flowers, donations in his name may be made to Nollesemic Lodge No. 205, 121 Forest Ave., Millinocket, ME 04462 or Millinocket Fin and Feather Club, P.O. Box 123, Millinocket, ME 04462. Messages of condolence may be expressed at www.lamsonfh.com.

JOSEPH H. CARRIERE

Joseph Carriere passed away on April 19, 2013 at Carle Hospital in Urbana, Illinois. He was 86 years old and a resident of Paris, Illinois at the time of his passing.



Brother Carriere sailed for over 35 years with Lykes

Bros. Steamship Company and served as vice president of the former Stewart Hog Ring Company of Paris. Joseph was a graduate of the United States Merchant Marine Academy at Kings Point, NY. He served bravely in the U.S. Merchant Marine during World War II and the Korean War.

He was a member of the Marine Club of New Orleans and the Lykes Quarter Century Club. Joseph was an avid sports fan and New Orleans Saints loyalist. Later in life, he followed the Chicago Cubs. He will be remembered for his love of ships and the sea, his pride in his New Orleanian heritage, his enthusiasm for outdoor work, his adoration for his grandchildren, and his unique sense of humor.

He is survived by his wife of fifty-two years, Mary Stewart Carriere; two sons, John Joseph Carriere and James Stewart (Nancy) Carriere; daughter, Jeanne Anne (Steve); brother, Guy Raymond Carriere; and three grandchildren, Joseph James Carriere, and Lila Jay Singley and Scarlett Grace Singley. He was preceded in death by two sisters, Jeanne Anne Carriere and Yvonne Mary Carriere. The family requests the omission of flowers. For those who wish, memorials may be made to The National World War II Museum in New Orleans in care of Templeton Funeral Home, 600 E. Court St., Paris, IL 61944.

HARRY L. DAISEY, JR.



Harry L. Daisey Jr. passed away peacefully surrounded by his loving family, on January 19, 2013, at Beebe Medical Center

in Lewes, DE. He was 87 years old and a resident of Frankford, DE at the time of his passing.

Brother Daisey served his country and was a veteran of World War II, having served in the U.S.

Merchant Marine. He retired as a chief tugboat engineer. Harry was a charter member of the East Sussex Moose Lodge 2542 and a member of the American Legion Post 24.

Daisey was preceded in death by his wife, Jerileane Daisey, in 2003; a daughter, Sue McCabe; and a brother, Alfred Daisey. He is survived by his wife, Toni Daisey; a son, Bobby Daisey (Dorothy); a brother, Gene Daisey (Faye); six grandchildren; five great-grandchildren; and a host of extended family members and friends. In lieu of flowers, the family suggested memorial contributions to Delaware Hospice; 100 Patriots Way; Milford, DE 19963. Condolences may be sent online at www.melsonfuneralservices.com.

WILLIAM ENEY

William "Bill" Eney passed away on Tuesday, April 23, 2013, at the age of 69. He was a former resident of Easton, MD, until he and his family moved to Panama City, Fla. in 1988.

He was an active member of the Radio Officers Union (ROU). A U.S. Navy veteran, Bill served from 1963 to 1970 then went on to teach electronics and technology for Baltimore County Public Schools. In 1981, he began teaching maritime electronics at the Calhoon M.E.B.A. Engineering School where he helped to create and set up the CMDSS course. Bill also served as a visiting instructor at U.S. Merchant Marine Academy in Kings Point, N.Y. More recently, he worked for SRA International from where he retired earlier this year.

Bill was a member of First Baptist Church, the Panhandle Gun Club and Bay Patriots where he enjoyed creating educational programs for local schools. He was an avid outdoorsman and enjoyed boating and the shooting sports especially with his children and grandchildren.

He deeply loved and cherished his family and is survived by his wife of 47 years, Carolyn Eney, three children, Jeffrey (Margaret), Jason (Carole) & Jennifer Eney-Matzer (Matt). He is also survived by two brothers, John Eney & Donald Eney and nine grandchildren, Matthew, Hannah, Joshua, Benjamin & Nathaniel, Caleb, Gabriel, Alexis & Ryan. Family has always been a focus for Bill and he greatly valued spending time with his wife, children and grandchildren who will greatly miss him.

ALFRED S. HANOVER

Alfred Hanover passed away on March 19, 2013 at the age of 90. He was a resident of Framingham, MA.

Brother Hanover had a successful career at sea and last sailed as a third assistant engineer aboard the **AMERICAN ENVOY** with U.S. Lines on March 16, 1985. He retired from the M.E.B.A. on July 1, 1985.

He was predeceased by his wife, Edith (Barron) Hanover in 2008. He was the devoted father of Mark Lewis Hanover and Kenneth Hanover (Sylvia); dear grandfather of Jonathan B., Stephanie L., Zachary A., Caylen S., and Emily C. Hanover; and great-grandfather of Katherine, Sydney, and Lily Hanover. In lieu of flowers, remembrances may be made to Temple Beth Sholom, 50 Pamela Rd. Framingham, MA 01701.

HARRY T. HAYMAN, JR.

Harry Hayman, Jr. passed away at home on April 28, 2013, at the age of 86. He was a resident of Jacksonville, FL.

Brother Hayman was a WWII veteran serving with the U.S. Navy in the Pacific. He retired from M.E.B.A. on June 1, 1985 as a chief engineer after a long and prosperous career sailing with Keystone. Harry's passion was flying and restoring antique airplanes. He was a member of the Quiet Birdmen St.

Augustine Chapter of the Experimental Aircraft Association (EAA Chapter 1379) in Green Cove Springs, FL.

He is survived by his loving wife of 45 years Ann Marie Hayman; five sons, Michael T. Hayman, Kenith D. Hayman, Eugene E. Nettles, Dale A. Nettles, Gary R. Nettles; 7 grandchildren; and 8 great grandchildren. In lieu of flowers please send contributions to N.E. FL. Community Hospice.

WILBERT HENDRICKS



Wilbert "Wil" Hendricks passed away on May 24, 2013 at the age of 94. He was a resident of Lakeport, CA.

Brother Hendricks lived with his parents on the family farm for years, working for his father's contracting firm, which poured most of the sidewalks in downtown Lakeport. In 1941 he went to visit family in Los Angeles and ended up joining the U.S. Merchant Marine and serving his country bravely in WWII. After the war, Wil continued to sail. His specialty was in diesel engines. He retired in 1975, and he and his wife Merrie Carole moved back to Lakeport where they built a home on a half-acre on Ruby Drive. Wil lived there until moving to the Yountville Vets Home near Napa in 2010.

Wil was an avid hunter and sports fisherman and many family meals centered around trophy catches from

the Albion coast or bucks from the Windy Gap area. Wil remained at the Yountville Vets Home for over three years, but he was ready to come back to Lakeport when he passed. Many times, he claimed he couldn't die now – he had to go fishing tomorrow.

Wil and Merrie also spent several weeks every year in Quartzite, AZ "camping" in their converted Greyhound bus. The Hendricks' residence was a continual destination for lots of friends and family members coming from Los Angeles, Fort Bragg, the Bay area, Washington and Pennsylvania.

Having no children of his own, Wil was a favorite uncle to all his nephews and nieces and frequently a substitute "Pop." Even the neighbors' kids learned there was always a sympathetic ear and a good joke at "Uncle Wil's." Wilbert Hendricks is survived by his brother, Jake Hendricks; younger sister, Donna Lee Sanford; and numerous nieces and nephews and their families.



TIMOTHY HOLL

Timothy "Tim" Holl passed away peacefully at home, with many family and friends by his side, after a

courageous battle with lymphoma on May 18, 2013. He was 54 at the time of his passing, and was a fourth generation, native-born San Franciscan. Tim and his family settled in Oakland, and additionally spent as much time as possible in the northern Sierras.

Brother Holl attended St. Gabriel Grammar School, Riordan High School ('77), and California Maritime Academy ('83). His maritime career included 19 years of tugboat experience, prefaced by a year of sea time shipping on oil tankers as third mate. Tim fulfilled a lifelong goal in 2005 when he became a licensed San Francisco Bar Pilot where he worked until his passing.

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While Tim enjoyed his job as a SF Bar Pilot, his heart was in the mountains when not at sea. He enjoyed rock climbing, kayaking, surfing, backpacking and fly-fishing. He was a talented carpenter and builder, and dedicated family genealogist.

Tim was pre-deceased by his father, Arthur, and eldest brother, Steve. He is survived by his best friend and wife of 23 years, Laura; two sons, Ian and Eric; his mother, Claire; brothers Dennis, Brian, Jeffrey, Kevin and Gregory; sister-in-laws, Mary, Linda, Tina, Kathleen, Paula and Suzy; his in-laws Kenneth and Irene Glines; 11 nieces and nephews; and five great nieces and nephews. The family requests in lieu of flowers, gifts be made in Tim's memory to the Leukemia and Lymphoma Society, www.lls.org, or call (415) 625-1100.

ADRIAN HOWARTH

Adrian Howarth passed away on April 6, 2013 due to a heart attack. He was 44 and a resident of Brighton, CO at the time of his passing.

Brother Howarth was a 5-year member of M.E.B.A. P.O.I.D. He grew up in Manchester, England and moved to the US in 2003. Adrian found work with APL and joined the M.E.B.A. in 2007. His cheerful hellos and friendly smile will be greatly missed by his coworkers. He was a great father and a big Manchester City Football fan. Adrian was very special and very loved by many who will mourn his loss and miss him forever. He is survived by his father Anthony, his daughter Avery, and his wife Lois.

CHARLES E. HUGHES

Charles "Charlie" Hughes passed away at home on May 23, 2013 at the age of 64. He was a resident of Suffolk, VA and a native of Norfolk.

Brother Hughes was a 1967 graduate of Norview High School, and attended the Calhoun M.E.B.A. Engineering School. Charlie had a long, successful career in the marine industry, and retired with a chief engineer's license. Charlie was also a member of Blackwater Baptist Church and Churchland Masonic Lodge # 276.

Charlie is survived by his wife of 40 years, Marie Spaug Hughes; daughter, Donna Hughes Weingand (Darryl); and son, Charles Edward Hughes Jr.; mother, Lena Virginia Hughes; brother, Irving E. Hughes Jr. (Nancy); and grandchildren, Noah, Meredith, Gillian Weingand, and Cayden Hughes. He is predeceased by his father, Irving E. Hughes. The family suggests memorial contributions be made to the Chesapeake Bay Foundation. Online condolences may be made at www.lovingfuneralhome.com.

ROBERT E. JOICE

Robert Joice passed away on February 21, 2013 at the age of 83. He was a resident of Grass Valley, CA.

Brother Joice attended Berkeley High School and had many years of schooling and training in maritime school. He enlisted in the U.S. Merchant Marine and sailed for 40 years, working his way up to a chief engineer's license. He last sailed with Lykes Brothers in May of 1992. After many years at sea he retired on January 1, 1993.

Robert loved gardening, traveling, and he enjoyed reading and watching westerns. He "fixed" anything that came his way and was a member of the Road Runners Travel Club.

Robert is survived by his beloved wife, Hilda Joice; sons, William (Rene) Joice, John Joice (Kristina) Cohassent; daughter, Cheryl Schmidt (Randy) Lafayette; step-children, Carla (Tom) Cipollone, Mark Gianquento, Nancy

(Bob) Elder; grandchildren, Heather Lucus-Ross, Shannon Lucus, Joey, Tony, Jennifer, Teresa, Alicia and Gina Gianquento, Christian and Cameron Elder, Nicholas and Kevin Schmidt; great-grandchildren, Avery Lucas-Ross, Mia and Giovanni Gianquento; brothers, Donald (Wilma) Joice and Richard Joice; sister, Joan Lamb; sister-in-law, Hilda Martens; and numerous nieces, nephews and cousins.

HAROLD LEONARD LAURVIK

Harold Laurvik passed away on April 19, 2013 at the age of 87. He was a resident of Winnett, MT.

Brother Laurvik received his education in Minnesota and then worked as a longshoreman before he joined the U.S. Merchant Marine at an early age. Later, he worked his way up the hawsepipe to become a self-taught engineer on numerous ocean shipping vessels. Harold last sailed in June of 1985 aboard the **GREEN ISLAND** as the third assistant engineer with Central Gulf Lines. He retired on March 1, 1986.

After his retirement, Harold moved to Park Rapids, MN, to be closer to his brother Richard. Following Richard's death, Harold moved to Winnett, MT. Harold never married.

He is survived by nephews, Ronald A. (Joyce) Laurvick and David P. (Elizabeth) Laurvick; nieces Katherine A. Laurvick-Hutchison and Beverly R. Laurvick-Knudson; great nieces and nephews, Samuel L. Laurvick, Crystal O'Conner, David Hutchison, Robert Hutchison, Dorothy Hutchison, Cole Knudson, Savana Knudson, Bradley Laurvick, and Erin Laurvick. He is preceded by his parents, brother Richard E. and sister Beverly Griffiths. Friends are asked to make memorials to the Winnett Ambulance & Fire Service or the charity of their choice and they may be left at the Cloyd Funeral Home.

ROBERT J. MCMAHON

Robert McMahon passed away on March 16, 2013 at the age of 85. He was a resident of Staten Island, NY.

Brother McMahon has a prosperous career at sea and last sailed as a third assistant engineer aboard the **AMERICAN TRADER** for U.S. Lines in September of 1984. He retired from the M.E.B.A. on January 1, 1985.

Robert is survived by his beloved cousins Carol Diesel and Mary Veltman, his niece Kathleen Durso, and his nephew Thomas McMahon.

THOMAS F. MILARDO

Thomas Milardo passed away on Thursday, February 7, 2013 at home with his family. He was 88 years old and a resident of Marco Island, FL.

Brother Milardo was a West Haven High School graduate and a 1945 U.S. Merchant Marine Academy graduate. Upon his graduation from Kings Point, he was assigned to a troop transporter which took U.S. soldiers to the Normandy Coast. Later he joined American President Line on many trips around the world. He served time in the

Navy as an Ensign. Then he went to the United States Lines Shipping Co. and sailed between New York and Europe.

He married Ursula Nora Gabriel in Germany in 1950 and then brought his wife to the U.S. After retiring from sea as a first engineer, he worked for Bayer Co. in CT as an engineer. After many years of vacationing on Marco Island, his family moved from Milford, CT to Marco Island in 1989 and later he became a substitute teacher for Collier County Public Schools. He was predeceased by his wife, Ursula in 2009. He is survived by his daughter, Sharon (Konrad) Mayerhofer and sister, Laura CM Lenox. In lieu of flowers, contributions may be made to Avow Hospice, 1095 Whippoorwill Lane, Naples, FL.

ARTHUR E. RUDY

Arthur Rudy passed away on February 24, 2013 at the age of 69. He was a resident of Paradise, CA.

Brother Rudy last sailed in 1987 as a third assistant engineer aboard the **AMERICAN MERCHANT** with U.S. Lines. He retired on April 1, 2008 after a successful career. He is survived by his sister Sharon Moffit.

KENNETH BYRON STEWART



Kenneth Stewart passed away on December 31, 2012 at the age of 83. He was a resident of Poquoson, VA since 1974.

Brother Stewart began his military career at the age of 17 by joining the U.S. Coast Guard, and eventually chose the Air Force as the branch to grow and contribute his talent for all things electronic. He retired in 1968 after 20 years as a Master Sergeant. Ken enjoyed a successful second career and eventually retired as a Radio Electronics Officer in the U.S. Merchant Marine, serving during the Vietnam conflict. His career enabled him travel to many countries around the world.

Ken was preceded in death by his loving wife of 46 years, Reiko Miki Stewart. He is survived by his son, John B. Stewart (Hope); daughter, Joyce E. Soness (Eric); and three grandchildren, Ethan, Emma Claire and Fiona. The family asks that in lieu of flowers please consider making a donation to the American Cancer Society (www.acs.org), 11835 Canon Blvd. Suite A 102, Newport News, VA 23606. Friends are encouraged to go online to share memories and words of condolence with the family.



*The Three Amigos (from left to right) member Pat Austin, retiree Tim Siner (Calhoon Group 81 A), and Seattle Branch Agent Dave Nashif (Calhoon Group 80A) smile for the camera. These three alumni of the **HORIZON TRADER** met up in Oakland, CA to catch up and discuss the past present and future.*



*Members C/E Bill Thompson, 1st A/E Hans Boughal, and 3rd A/E Mike Marino worked tirelessly to help in the seamless reflagging of the new MLL vessel the **MAERSK DETROIT**.*



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Members Chris O'Sullivan, Jim Sutton and former NOLA Branch Agent Nick Hadju speak with GCVP Jon Lincoln.



M.E.B.A. LA Representative John McElhone with Congresswoman Janice Hahn (D-CA) at her swearing in ceremony.



MM&P West Coast VP Dave Boatner, M.E.B.A. LA Branch Agent Rich Doherty, and M.E.B.A. LA Representative John McElhone at the Maritime Memorial in San Pedro, CA.



Houston hall members and retirees take some time to catch up at the April Retiree Breakfast.



1st A/E Bill Kyettle hard at work aboard the **GREEN BAY**.
Photo credit to MM&P.