

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
4th Quarter 2016 — 1st Quarter 2017



**On the March to
Make the U.S.
Merchant Marine
Great Again**





Faces around the Fleet



Crewmembers onboard the Maritime Security Program vessel PHILADELPHIA EXPRESS (Hapag/Marine Transport Lines). Left to right are 2nd A/E Tom Trousdale, C/E Tom Urbik, 3rd A/E Stanley Orlando and 1st A/E Eric Towne. The ship was making a stop at the Port of Houston.



Watson Class Port Engineer Mark Tracy sent this one in of members in the Engine Control Room of the Patriot-managed LMSR USNS SODERMAN. In front (l-r) are 3rd A/E Terence Cooper and 1st A/E Paul Legge. Standing in back (l-r) are 2nd A/E Sean Nolan, 3rd A/E Mark Higgins, C/E Steve Fastzkie and Chief Mate Stephen Austin.



M.E.B.A. marched in solidarity with the Washington State Nurses Association (WSNA) during an informational picket outside Seattle Children's Hospital. Management had given short shrift to registered nurses who perform amazing service and were seeking better wages and benefits along with paid family leave. In the photo, M.E.B.A.'s Hugh Myers and Steven Walker take a moment in the shade after marching with nurses as well as other unions that joined the picket including ILWU, SMART and the Teamsters among others.



The OVERSEAS SANTORINI in Ashkelon, Israel. The Engine Department is seen here during a shellback initiation dinner on the bridge wing. (This is a great nautical tradition commemorating a mariner's first crossing of the equator). Left to right are 3rd A/E Arvie Viray, 2nd A/E Emery Barg, 1st A/E Craig Moran and C/E Joe D'Amico.

On the Cover:

The U.S. Army Field Band marches down Pennsylvania Avenue during the 58th Presidential Inaugural Parade in Washington, D.C. The maritime industry is redoubling efforts to boost U.S.-flag shipping which correlates with the new administration's goals of building up national security and increasing American jobs. (U.S. Navy photo by Sr. Chief Musician Stephen Hassay).

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 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

In January 2014, I made the following statement in the *Marine Officer*: “I’m sincerely honored to have been elected as President of the M.E.B.A. Nothing completely prepares you for realizing the honor and for taking on the responsibility of this office. As I’ve previously stated, I have every intention of putting all of my efforts into ensuring the sustainability of our organization while also expecting the same from all elected officials and appointed representatives.” Since that statement still rings true for me I’ve taken the opportunity to repeat it here again, the only difference being is there has been 3 years of effort and accomplishment by many, with specific focus and direction, which needs to be continued.

As of January 1, 2017 we have a new M.E.B.A. administration with many familiar faces. The membership voted to retain most of the incumbent Union officials which bodes well for the M.E.B.A. over the new 4-year term. I’m pleased to see that the majority of our membership that did vote had the confidence in our administration to continue our efforts to strengthen our Union, while also making our best attempts to improve representation. I want to welcome and congratulate the officials who are either new or have changed positions, though there aren’t many. Erin Bertram has taken over the position of Gulf Coast Vice President in Houston and is the first female M.E.B.A. V.P. Jason Callahan is the new Atlantic Coast Vice President and Adam Smith is the new Tampa Branch Agent.

Relatively little has changed from our last administration, with no change of the status quo at M.E.B.A. Headquarters and for the most part around the country. We do have a newly appointed Patrolman in Oakland, Max Alper, as that position was vacant. We also have a new retiree Representative in NOLA, Dan Gifford, and a new retiree Dispatcher in Tampa, Glenn Buettner.

While we have a changing Federal Government administration, the fact we are maintaining continuity within our Union administration should serve to be an asset both in Washington DC, as well as around the country. The transition has been seamless and I have full confidence the new officials will come up to speed rather quickly. During the 3rd week of January, the newly formed District Executive Committee (DEC) had its first meeting at the Calhoun M.E.B.A. Engineering School (CMES) followed by an “All Hands” meeting with the large majority of our Union officials and Representatives from around the country. I am optimistic the new DEC, which includes Bill Van Loo, Adam Vokac, Erin Bertram, Jason Callahan and myself, will work well together in order to make decisions that are in the best interest of the M.E.B.A.

The All Hands meetings originated several administrations ago and the recent meeting continued to serve the purpose of allowing our Union officials and Representatives to meet face to face while providing the opportunity to align our efforts. Much of the message I expressed at both our DEC meeting and the All Hands meeting was that we have made significant progress over the last 3 years to ensure our Plans and Union are both sustainable for the long term. I won’t tell anyone the last 3 years have been easy and without pain, because they haven’t been. We’ve made necessary changes to ensure we are in a stronger position going forward and I, for one, stand by our efforts and the decisions made, though I know some of the necessary changes were not received well by all.

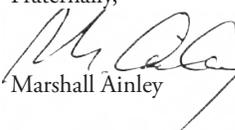
In addition to taking Trustee action to ensure our Pension, Vacation and Training Plans were sustainable into the future, we made several significant moves which will continue to provide for the sustainability of our Union. We downsized our HQ office space here in Washington DC while negotiating a long term lease, both of which resulted in considerable cost savings. We also purchased a Union hall in the Seattle, WA area. Additionally the membership voted in an annual dues increase which was accepted by many as a necessary move to ensure the current level of representation is maintained.

With respect to jobs, our Union has lost significant work over the last several years in particular, as have the other maritime unions, mostly due to our industry consolidating once again after the winding down of conflicts overseas. Though it should be noted there has been new work brought into our Union with the MSC Watson Class vessels and others. We have also fared well on the recruiting front, not only with respect to the maritime academies but within the Government Fleet as well, i.e. MSC, NOAA, Army Corps. The CMES Licensed Cadet Internship program has added to our recruiting efforts and has been extremely successful offering training courses to maritime academy cadets, while also providing insight into what the M.E.B.A. offers to our members.

On the contract side, our negotiating teams around the country had their hands full. Many of our major deep sea and Jones Act employers, ferry bargaining units, Government bargaining units, i.e. MarAd, NOAA, had either contract re-openers or terminations. We also had to deal with the sale of Horizon Lines to Matson and Pasha, and more recently the ISH bankruptcy and reorganization. The need to focus on the allocation of limited resources was significant during the last 3 years, and suffice it to say, there was much collaborative effort by Union officials, Representatives, M.E.B.A. HQ staff, M.E.B.A. Plans Personnel, as well as rank and file membership.

During the last 3 years we have concentrated much effort on communicating with the membership and making best attempts to maintain a transparent Union operation, within the constraints of our By-Laws and the business at hand. We may not have always got it right but I feel the large majority of the time we have been headed in the right direction. The fact we could accomplish what we did, while effecting necessary change, in a relatively short time period of 3 years, is a testament to the resiliency of our Union.

The future of our industry is in the hands of a new U.S. President, his administration and to a degree a newly-elected Congress. No one can tell you precisely what the future holds, but I can tell you we will continue to do what is necessary to ensure the M.E.B.A. is well-positioned going forward. I appreciate everybody’s input and feedback over the last 3 years and would ask that you continue to feel free to contact your Union officials, Representatives and Headquarters at any time, over any issue or as you otherwise deem necessary.

Fraternally,

Marshall Ainley



3rd A/E Adam Pearson making repairs to the hydraulic line on the crane onboard the TEXAS ENTERPRISE (Pasha/Sunrise).



The worker elves onboard the APL SINGAPORE keeping the engine room running smoothly. In front from left to right are 2nd A/E Reggie Abrams, Reefer Otto Garcia and Junior Engineer Octino Cabrio. In back are Wiper Brian Snyder, 3rd A/E Alex Bugaisky, Electrician Joseph Egan, 1st A/E Trevor Lapham and C/E Fred Cuzner.



Seattle Seahawks cheerleaders were drawn to the source of all the heat aboard the Washington State Ferry MV CHELAN a day before the Seahawks playoff game with the Lions in early January. The WSF-sponsored pep rally aboard the Issaquah-Class ferry helped propel the Seahawks to victory. Featured in the photo are the "Sea Gals" and (from left to right) Assistant Engineer Sean Morgan and modern day Lothario C/E Phillip Stroud.



M.E.B.A. Engine Officers onboard the USNS RED CLOUD, a Military Sealift Command vessel managed by Patriot Contract Services. The Watson-class LMSR was on a repair stop in Guam. Left to right are 1st A/E Jared Ciavola, Chief Engineer Kevin Wright, 3rd A/E Joe McMahon, 3rd A/E Mohamed Alsinai (in front) and 2nd A/E Chris Boisvert.



74 cadets representing six of the seven maritime academies took part in the M.E.B.A.'s three-week Cadet Internship Program during the summer at the Calhoun M.E.B.A. Engineering School. (Maine Maritime cadets couldn't attend because of their "Summer Cruise"). The program allows budding young mariners a start on their shipping careers and helps them understand the excellent career opportunities that the M.E.B.A. presents. The group is seen here in the Art Newberry Auditorium at the School along with a handful of CMES Instructors.



Porthole on Washington

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



It is no secret that the political landscape in Washington D.C. gets shaken up from time to time. Members of Congress retire or lose, party control of the House and Senate periodically changes hands and every four or eight years, the President changes. Each time this happens long-time relationships are lost along with maritime experience and knowledge.

The transition of power also presents opportunity and the M.E.B.A. is positioned to capitalize. New Members of Congress typically enter office with little or no knowledge on U.S.-flag maritime issues but are open to education. Direct advocacy, grassroots outreach, coalition building, and PAF support are just some of the tools that the M.E.B.A. has already begun to use in order to influence and educate Members of Congress.

This particular change in the Administration though, is not “business as usual.” The electorate has chosen an outsider and D.C. insiders are trying to figure out how to proceed. Fortunately for us, there is no industry that fits with the President’s stated goals better than the U.S. Merchant Marine.

In 1960 there were 2,936 ships over 1,000 gross tons flying the American flag. Today there are only 169 including approximately 80 internationally trading U.S.-flag ships. This decrease is the result of a flag of convenience system that encourages foreign companies to take advantage of registries that have low taxes and allow for poor working standards.

Another impediment facing the U.S. Merchant Marine is the prevalence of direct subsidies offered by foreign governments. This includes direct payments for shipbuilding and ship operations, favorable tax schemes for operators and mariners, and subsidized medical benefits.

Fortunately, the trend is reversible. President Trump is discussing initiatives that put American workers first and the maritime industry is a great place to start. Now that Secretary of Transportation Elaine Chao has been confirmed by the Senate, we will immediately begin advocating for a number of initiatives that the Administration could address immediately. For instance, cargo preference enforcement and changes in the tax code would quickly add American maritime jobs.

Promoting the American maritime industry is not just good economic policy but it is imperative for our national defense. Leaders in the Department of Defense have warned that the pool of trained and licensed mariners has reached a critical level and that without immediate support, our ability to supply our military overseas is threatened.

We have already begun working with Members of Congress and look forward to working with President Trump and his designated maritime representatives. The hardworking men and women of the U.S. Merchant Marine deserve a fair shake and the M.E.B.A. will continue to fight and work with those in positions of power to grow the industry.



Chris Parent and Karl Kramer know the value of the M.E.B.A. Political Action Fund. The P.A.F. keeps M.E.B.A. jobs afloat by aiding our efforts to educate those in Congress on the vital link between U.S.-flag shipping and the nation's economy and national security. Chris and Karl were at the Calhoon M.E.B.A. Engineering School finetuning their shipboard skills.

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**Meeting
Schedule**

Port	March	April	May
Boston	Mon. 6	Mon. 3	Mon. 8
Calhoun School	Tues. 7	Tues. 4	Tues. 9
Charleston	Tues. 7	Tues. 4	Tues. 9
Honolulu	Fri. 10	Fri. 7	Fri. 12
Houston	Tues. 7	Tues. 4	Tues. 9
Jacksonville	Wed. 8	Wed. 5	Wed. 10
L.A. (Wilmington)	Thurs. 9	Thurs. 6	Thurs. 11
New Orleans	Wed. 8	Wed. 5	Wed. 10
New York (New Jersey)	Thurs. 9	Thurs. 6	Thurs. 11
Norfolk	Thurs. 9	Thurs. 6	Thurs. 11
San Francisco (Oakland)	Tues. 7	Tues. 4	Tues. 9
Seattle	Mon. 6	Mon. 3	Mon. 8
Tampa	Thurs. 9	Thurs. 6	Thurs. 11



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History

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

Who We Are

SSH is a non-profit organization whose mission is **to financially aid retired career mariners with a proven 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, we assist mariners in their home communities.

Whom we assist

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

- 2555 days of deep sea time, at least 5 years on U.S. flagged ships or 14 years working on inland waters
- 65 years of age or older or on disability (Some exceptions may be made)
- Proven need for financial assistance
- An individual with at least \$50,000 in assets will not be eligible (primary residence excluded)
- All public benefits available to a mariner must be accessed (if eligible) before any subsidy from SSH is approved. For example, VA benefits, Medicaid, food stamps etc.

More than 16,500 mariners have been assisted since its inception in the early nineteenth century.

Each interested Mariner must complete an application that requires detailed information about present living arrangements, financial history etc.

Contact Sailors' Snug Harbor

If you have any questions or are in need of assistance, please call our Mariner Counselor at 1-888-257-5456. The web site www.thesailorssnugharbor.org includes our application. If you do not have access to a computer, please call and we will send you one.

We look forward to hearing from you.

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Notice Of National Convention & NEC Election

The National M.E.B.A. will hold its 112th National Convention on March 20, 2017. As per the National M.E.B.A. Constitution, an election of National Officers and National Executive Committee Members of the N.M.E.B.A will be held at the Convention.

The National M.E.B.A. is an administrative umbrella organization of M.E.B.A. Districts. Currently there is only one District under the N.M.E.B.A. (District No. 1-PCD, M.E.B.A.). The District holds and controls all the assets of the M.E.B.A. membership whereas the National holds the charter with the AFL-CIO. From 1875 until the mid-1960s, National Conventions were held every year. For the next 35 years, Conventions were scaled back to once every two years with National Officers being elected every four. This system worked well with multiple Districts. But after 2000, only one District remained within the National so Conventions were then aligned to occur following the District election every three years. Convention Delegates at the upcoming Convention will likely consider putting the National Convention schedule in alignment with the newly approved four-year District cycle.

Convention Delegates elected during the 2016 District election will meet on March 20, 2017 at the Calhoun M.E.B.A. Engineering School to conduct the business of the N.M.E.B.A. These Delegates will also elect a new National

Executive Committee (NEC). The NEC consists of a National President, National Secretary-Treasurer, National Vice President and two NEC Members.

Any member in good standing may submit their name or the name of another member in good standing for nomination to the NEC aside from the National Vice President position. As stipulated in the M.E.B.A. Constitution, the National Vice President is not voted on by Delegates in order to guarantee that the District President is part of the NEC. Therefore the National Vice President position is reserved for the winner of the District No. 1 election for President. The District President can either remain as National V.P., or more likely, run for National President. Should the District President then be elected as National President at the Convention, a vacancy would occur in the office of National Vice President and an appointment would have to be made to fill the void.

To be timely, nominations must be received at National Headquarters during the month of February 2017. Nominations received after February 28, 2017 (or before February 1, 2017) will not be considered valid nominations. Nominations must contain the information specified in Article Five, Section 4(b) of the National M.E.B.A. Constitution. Nomination qualifications and procedures are outlined in the Constitution, particularly in Article Five, Sections 1-9 as well as in Article Seven.



National M.E.B.A. Delegates at the 1945 Convention in Washington D.C. Samuel J. Hogan, who served as National M.E.B.A. President from 1937 to 1949, presided over the Convention.

Officers' Election 2016: M.E.B.A. Maintains Steady Course

Union officials can continue their undivided focus on issues vital to our membership following the tabulation of ballots from M.E.B.A.'s 2016 officers' election. M.E.B.A. President Marshall Ainley and all incumbent officials running for office in the same capacity will return to their posts to keep working hard for our members.

On the District Executive Committee, the Union's governing body, Marshall will again be joined by Executive Vice President Adam Vokac and Secretary-Treasurer Bill Van Loo who will continue their efforts to strengthen our Union and further enhance the fortunes of our members and applicants at sea and ashore. Erin Bertram will take the reins as Gulf Coast Vice President and as a result of the member referendum vote to relocate the GCVP from New Orleans, will continue to operate out of the Houston hall. Erin has kept things running smoothly at the hall for her almost 15 years as Dispatcher in addition to the last three years serving as the Houston Branch Agent. The retirement of Atlantic Coast Vice President Chris Guerra has paved the way for newly elected Jason Callahan, who has sailed with the Union since 2000 following his Kings Point graduation. He has recently been sailing with Matson Navigation, holds a Chief

Engineer's license, and will take over for Chris as Branch Agent of New York/Atlantic Coast V.P. Many thanks to Chris Guerra who is wrapping up six years as ACVP, in addition to 3 years as Patrolman in the Port of New York.

The administration has worked to fortify the Union for the future and fine-tune the M.E.B.A. engine to engage a consolidating and uncertain maritime industry landscape. Over the last three years, the M.E.B.A. has realigned its hall structure, solidified our M.E.B.A. Plans, and negotiated a series of major contracts while protecting our current collective bargaining agreements from attacks. They've rededicated our recruiting efforts and lengthened M.E.B.A. terms of office to provide for more stability and continuity. The Union has raised its profile with the AFL-CIO and heightened its activity as part of the six-union



Marshall Ainley (far right) has begun a new term as M.E.B.A. President. Moving clockwise from Marshall, Jason Callahan is the new Atlantic Coast Vice President who succeeds the retiring Chris Guerra. Bill Van Loo has suited up for another four years as M.E.B.A. Secretary-Treasurer. Adam Vokac was re-elected to a new term as Executive V.P. And finally, Erin Bertram, formerly Houston Branch Agent, is the new Gulf Coast V.P. and continues working out of the Houston Union hall.



All incumbents running for re-election in their same capacity were returned to office in the M.E.B.A. officers' election. Familiar faces are keeping things running shipshape at the Union halls including (clockwise from top left) Seattle Patrolman Kevin Cross and New York Patrolman Nico Sermoneta, who began their second terms on January 1. Adam Smith started his service as an official in the newly created position of Tampa Branch Agent. John McElhone continues as Patrolman in L.A. (Wilmington). In Norfolk, Tracy Burke began a new four-year term as Branch Agent/Government Fleet Representative. Jeff Duncan, who began serving as an official in 2006 (as WSF Rep.), continues to head up operations as Branch Agent for another term in Seattle. After beginning his service at the hall in 2010 as Representative, Rich Doherty has begun his second term as Branch Agent in L.A. (Wilmington).



Fifteen Delegates will serve at the National Convention taking place at the Calhoun M.E.B.A. Engineering School on March 20th. They include Marshall Ainley, Adam Vokac, Bill Van Loo, Erin Bertram, Jason Callahan, Tracy Burke, Rich Doherty, Jeff Duncan, Adam Smith, John McElhone, Mark Collins, Nils Djusberg, Mark S. Gallagher, Craig LaChance and George Poor.

Maritime Labor Alliance. The M.E.B.A. affiliated with the international Nautilus Federation and kept up the Union's unrelenting, ongoing efforts on Capitol Hill. A member-approved dues increase will help reinforce the viability of the Union going forward while the M.E.B.A. has streamlined operations and maximized efficiency as we continue to reduce expenses. Such cost savings include the purchase of the Seattle Union hall, reduction of travel expenses and downsizing of our Headquarters space. The Union has also ushered in a modernized open job board and more efficient dispatching, while nearing completion on a new membership database. The M.E.B.A. has multiplied its outreach on social media, continually solicited member feedback and involved rank and file in negotiations and contract approvals. In addition, monthly membership meetings have been bulked up significantly to accommodate a regular robust and consequential agenda.

Rich Doherty, who has held down the fort at the L.A./Wilmington hall since 2010 when he began his service as Representative, begins his second term as Branch Agent. He is again paired with Patrolman John McElhone who was elected to a second term of his own. In Seattle, Jeff Duncan was validated by the members for a second term as Branch Agent. Jeff has worked out of the hall since 2006 when he was the Washington State Ferry Representative. His Patrolman Kevin Cross, begins his second term and will keep things on

an even keel at the hall. Nico Sermoneta has been active at the New York/New Jersey hall in his service as Patrolman and he continues pushing ahead and making sure member needs are met.

In Norfolk, Tracy Burke has been busy these last three years tackling the dual responsibility of Branch Agent and Government Fleet Representative – and members authorized him to continue in that role. Adam Smith begins his service as an official in the newly created position of Tampa Branch Agent. Adam is a Kings Point graduate with a Chief Engineer's license who has been sailing with us since 2009. He served as a Delegate to the National Convention in March 2014 and is ready and able to tackle this new challenge. In Oakland, the new DEC appointed member Max Alper to fill the vacant position of Oakland Patrolman.

The five members of the DEC and each of the Branch Agents, by virtue of their offices, will also serve as Delegates to the National Convention. In addition, six other Delegates were elected including Mark S. Gallagher, John McElhone, Craig LaChance, Mark Collins, George M. Poor and Nils Djusberg. They will participate in the business of the National Convention which will take place at the Calhoun M.E.B.A. Engineering School on March 20, 2017. Elected officials began their new four-year terms at midnight on December 31, 2016.



A rank and file Tallying Committee wrapped up their oversight of the M.E.B.A.'s election process on December 5th. It was a smooth and straightforward process and the Committee issued their report which is available at M.E.B.A. Union halls and offices. On the roof of M.E.B.A. Headquarters are (l-r) Daniel Earle (Oakland), Tracy Redding (Seattle), Terry Smith (New Orleans), Irene Mason (Houston), Bill Cadden (NY/NJ), Gordon Marsh (L.A./Wilmington) and Antuan Barnes (Norfolk).



The Calhoon M.E.B.A. Engineering School: 50 Years of Class

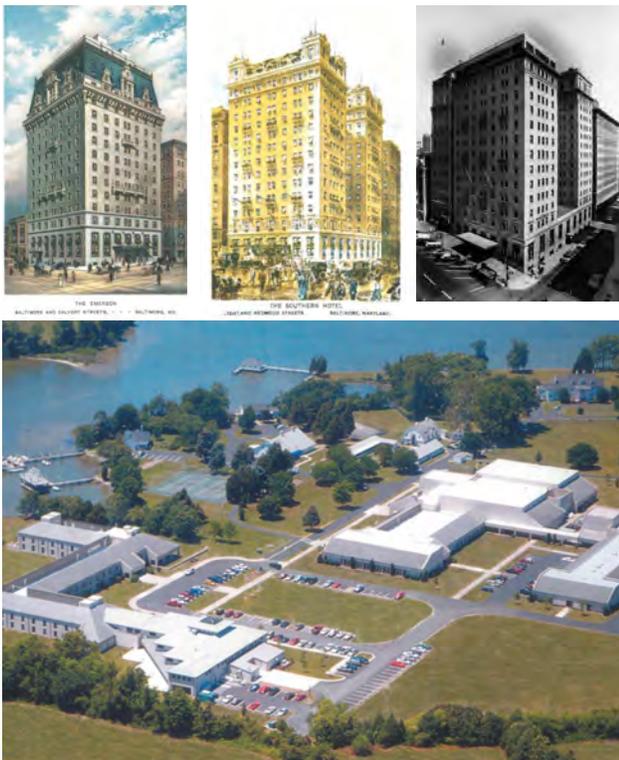
In a class of its own, the state-of-the-art Calhoon M.E.B.A. Engineering School has set the course for 50 great years making sure M.E.B.A. officers stay on the cutting edge and are well-equipped to deliver the goods. As the School wraps up its 50th year of operations, we take a look back at the genesis of the continuing education facility that keeps our mariners performing at an elite level.

The CMES emanated from an evolution of ideas developed in the early 1960s. In April, 1962, well in advance of negotiations, M.E.B.A. District No. 1 established a precedent in Union democracy by sending questionnaires to its membership asking for specific topic areas for the coming Wage Review. During the course of a 60-day referendum, M.E.B.A. officials and rank-and-file National Convention Delegates unanimously agreed on the need for a training program as one of the means of meeting the challenges of operating automated engine rooms. District No. 1 Branch membership meetings early in June 1962 gave almost unanimous approval to making such a program an issue in negotiations. Under the proposed changes in the Agreement, the Companies would be the sole contributors towards the establishment, through the M.E.B.A. Welfare plan, of an "M.E.B.A. Training Fund." District No. 1 Plan Trustees would jointly administer the program.

The District originally established its Training Fund in early 1963 as a means of setting up an educational system that would supply marine engineers with a simplified means for raising their licenses. The main purpose was to keep M.E.B.A. members abreast of the latest techniques and equipment being used in the industry trend toward automation and increasingly technically advanced ships. The first act of the Fund was the establishment of a membership reimbursement program, by which members who wished to upgrade their credentials through a licensed training school, were entitled to payments of up to \$150 for Second or First Assistant licenses and up to \$200 for a Chief's license. According to Reinhold "Fred" Schamann, Director of the M.E.B.A. Training & Education Program, more than 200 members had taken advantage of this phase by October 1963.

By the mid-1960s government and industry leaders approached then-M.E.B.A. President, Jesse Calhoun. They needed a way to help meet the critical shortage of qualified marine engineers as a result of the Vietnam War. In response to this need, the Union created Operation LEAP (Licensed Engineer Apprentice Program) and in June 1966 they began accepting applications for the new cadet program. The U.S. Coast Guard responded to the program by creating the rating of "Apprentice Engineer."

To satisfy the demand, this program, renamed the Calhoon M.E.B.A. Engineering School in 1966, took high school graduates through two years of intense study, including six months of sea time. The curriculum developed by Mr. Roy Luebbe received U.S. Coast Guard approval in August 1966. M.E.B.A. initiated its cadet program on September 21st 1966 with its first class of two dozen students seeking licenses and an eventual career at sea. The program got underway using two floors of the Emerson Hotel in Baltimore, MD with a faculty of four under the direction of Mr. Luebbe. By balancing traditional classroom work with hands-on equipment training, it prepared cadets for a career in the Merchant Marine upon graduation. This was unique, being the only Merchant Marine cadet program jointly sponsored by labor and management and funded by the maritime



Various incarnations of the CMES – Beginning operations at the Emerson Hotel, it was relocated to the Southern Hotel then rebranded as the Calhoon M.E.B.A. Engineering School on 9 Light Street in Baltimore. Operations moved to Easton, MD in the early 1980s.



M.E.B.A. President Jesse Calhoon authorized Operation LEAP which eventually evolved into the School that bears his name.



Roy Luebke was the School's first and longest serving Director.

industry.

In February 1967, the facility was moved to the former Southern Hotel building at 9 Light Street in Baltimore. The building needed extensive renovations and modernization to suit the school's purpose. Early news clippings serve as a profound reminder of how much has changed over the last five decades. The school occupied the entire 14 floors of the Southern Hotel. Some sleeping rooms remained as living quarters, while others were converted to modern classrooms, technical shops, and a medical clinic. A grand ballroom, once famous for its dances, became a gym with a boxing ring, basketball court, and volleyball net. The School was admitting 35 new students per week and ensuring adequate training and living facilities for the fast growing student body, faculty, and staff was imperative. By the time Class 1A graduated, the building had already undergone many changes on its way to its final configuration of 22 modern classrooms, welding and machine shops, a gymnasium, dining facilities, and living quarters for over 400 students. In October 1968, the first class graduated with 19 licensed engineers.

News reports accompanying the graduation of the first class of cadets in October 1968 noted that the best inducement for attending the program was that, in addition to a free education, a cadet received \$200 per month while in training. Upon graduation, students would have the skills and knowledge which would enable them to earn a salary commensurate with an upper level corporate executive.

In 1968, the mission of the school was expanded by the Training Plan Trustees because the new technology of

the first and second generation automated ships required higher skills for operation, and reduced manning demanded increased productivity from the engineering personnel. To meet these needs, the school's resources such as: faculty, labs, workshops, and classrooms used for the cadet program, were made available to M.E.B.A. licensed engineers. The cadet program expanded in 1970 with approval of the USCG from a two-year program to a three-year program including a full year of sea duty. The CMES flourished during the decade of the 1970s as a center of marine engineer training for both cadet apprentices and licensed seagoing members.

Anticipating a need to expand the program, in 1972 the Training Plan purchased 656 acres just outside Easton, Maryland from the defunct Kirkland Hall Junior College. This acquisition included two Miles River shorefront estates – Kirkland Hall (now called the Manor House) and Perry Hall, a historic Eastern Shore plantation. To start, only the Lifeboat/Sea Survival course was taught at the new site with the Diesel Engineering course following soon thereafter. The entire Baltimore operation eventually relocated to Easton. The farm and estate buildings were converted to campus use beginning in 1979. The dining hall that existed at that time was refurbished. In addition, a spacious residence hall, gymnasium, modern classroom-administration building, and Olympic-sized pool were built on the property. During the following period, due to a downturn in the maritime industry, the need for the cadet program was diminishing and the number of cadet classes were reduced. In 1986, the newly promoted Academic Dean, Mr. Gilbert LaDana, oversaw the continued shutdown of the cadet program, and the last group associated with Operation LEAP graduated



An early advertisement that helped attract budding marine engineers to the CMES cadet program and a career at sea.

Students in the CMES Cadet program were molded into the world's best seagoing engineers.



in 1989. 2,035 men and women had completed the cadet program at the School.

With the end of the cadet program, the School's operation was reduced with minimal staff and course offerings. But a 1991 restructuring and a new course heading helped revitalize the School. The CMES was redefined under then-Director Larry O'Toole to provide continuing education and upgrading opportunities for licensed M.E.B.A. officers.

Within a decade under the guidance of Director Henry Phillips, the School broke ground on April 14, 2000 for the Roy A. Luebke Center. This new building, dedicated on June 26, 2001, was named after the School's first director and houses a state-of-the-art dining hall, large conference room facilities, and additional dormitory rooms. Director Joyce Matthews oversaw additional growth to the CMES program and facilities. In February 2004, construction began on the newest edition to the CMES. The project consisted of two full-mission bridge simulators, two part-task bridge simulators, a 234 seat auditorium, and a student bar/lounge.

In keeping with an ever developing technological world, the CMES worked closely with the USCG's National Maritime Center to expand the curriculum to the online environment. In April 2008 Crowd Management Online became the very first online course to ever receive USCG approval. The CMES has added an additional four STCW courses to the online program since that time.

In 2012, the Board of Trustees agreed to start a new recruiting effort as more and more M.E.B.A. members retired. July of that year was the beginning of the Cadet Internship Program, which is open to individuals attending maritime academies with potential interest in joining the M.E.B.A. after graduation. Cadet Interns attend classes at the CMES for up to three weeks during either their summer or winter breaks from the academies. The program which started with just fourteen students now accommodates up to 120 cadet interns each year.

The Quality Management System, as certified by Det Norske Veritas Germanischer Lloyd (DNV GL), helps ensure that



The School ushered in a new Bridge Simulator in the mid-2000s that brought an added dimension to the CMES and helps ensure state-of-the-art training for our deck officers.



Bulkhead leak repair in the School's Damage Control course.



Firefighting and CBR-D training helps prepare mariners for possible crises aboard ship.

the School's high standards are maintained. As technology advances and international maritime standards change, the School continues to adapt its curriculum and equipment to ensure that our membership stays current with the skills and knowledge necessary to keep American flag vessels safe and competitive on the oceans of the world.

Today this unique, widely known and well-respected maritime facility provides state-of-the-art training, with over 2,900 enrollments per year. Fifty-eight courses, supplemented by evening sessions, offer a focus on regulatory requirements, upgrading, and continuing education for both deck and engine officers.



Support staff from a decade ago. The School employees help keep the CMES at the top of its game.

CMES Directors

Roy Luebbe – Director 1966-1986

Gil LaDana - (Interim) Director 1986-1988

Larry O'Toole – Director 1991-1996

Peter Hammond – Director 1996-1999

Henry Phillips – Director 2000-2002

Joyce Matthews – Director 2002-2006

Lou Marciello – Director 2006-2009

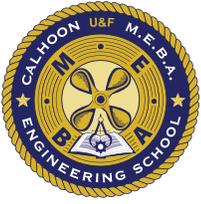
Chuck Eser – Director 2009 - Present

Many thanks to the School's Lisa McNeal for getting down to the nuts and bolts of CMES history.



A gathering of five CMES Directors. Left to right are Gil LaDana, Mr. (Roy) Luebbe, Henry Phillips, Joyce Matthews and Larry O'Toole. Not seen are Peter Hammond, Lou Marciello and current Director Chuck Eser.

continued



A student working on a Carrier reefer unit in the Refrigeration class.



Installing a cylinder lining in the Diesel course.



An evacuation exercise during survival training in the pool at the School.



The entrance way from Route 33 announcing your arrival to the world's finest continuing education facility for maritime officers.

The Memorial Park at the CMES was installed in 2005 and serves as a wonderful tribute to mariners past and present.



Calhoun MEBA Engineering School - 2017 Course Schedule - MEBA Members

ADVANCED FIRE FIGHTING
(1-Week Course).
10 students maximum
March 20 – March 24
October 23 – October 27

ADVANCED METEOROLOGY
(1-Week Course).
6 students maximum
February 13 – February 17

ADVANCED PIPE WELDING
(2-Week Course).
6 students maximum
December 4 - December 15

ADVANCED SHIPHANDLING
(2-Week Course).
6 students maximum
January 30 - February 10

ADVANCED STABILITY
(1-Week Course).
6 students maximum
February 20 – February 24

BST REFRESHER
(1-Week Course).
12 students maximum
February 20 – February 24
May 22 – May 26
July 31 – August 4
December 11 – December 15

BST REVALIDATION
(1-Week Course).
12 students maximum
February 13 – February 17
March 6 – March 10
June 5 – June 9
June 26 – June 30
August 7 – August 11
September 25 – September 29
October 2 – October 6
November 13 – November 17

CMEO
(1-Week Course).
12 students maximum
March 6 – March 10
May 22 – May 26
October 2 – October 6

CONTAINER REFRIGERATION
(2-Week Course).
10 students maximum
February 13 - February 24
October 30 – November 10

DAMAGE CONTROL / CBRD
(1-Week Course).
12 students maximum
March 13 – March 17
May 15 – May 19
June 19 – June 23
August 28 – September 1
October 16 – October 20
November 6 – November 10

DATA COMMUNICATIONS
(1-Week Course).
12 students maximum
November 6 – November 10

DIESEL ENGINEERING
(6-Week Course).
12 students maximum
March 6 – April 14
September 11 – October 20

ECDIS
(1-Week Course).
12 students maximum
March 6 – March 10
October 2 – October 6

ENGINE ROOM RESOURCE MANAGEMENT
(1-Week Course).
24 students maximum
February 27 – March 3
March 6 – March 10
April 10 – April 14
May 15 – May 19
August 7 – August 11
October 16 – October 20

FAST RESCUE BOAT RENEWAL
(3-Day Course).
10 students maximum
August 14 – August 16

GAS TURBINE ENGINEERING
(4-Week Course).
12 students maximum
March 13 – April 7
July 31 – August 25

INSTRUMENTATION
(2-Week Course).
12 students maximum
June 5 – June 16

LEADERSHIP & MANAGEMENT
(1-Week Course).
24 students maximum
February 20 – February 24
March 20 - March 24
March 27 – March 31
May 22 – May 26
July 31 – August 4
October 9 – October 13

MACHINE SHOP PROFICIENCY
(2-Week Course).
12 students maximum
May 1 – May 12
August 21 – September 1

MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY
(2-Week Course).
12 students maximum
March 20 – March 31
May 15 – May 26
June 19 – June 30
October 2 – October 13

MEECE
(1-Week Course).
24 students maximum
February 13 – February 17
March 13 – March 17
April 3 – April 7
May 8 – May 12
August 14 – August 18
October 23 – October 27

PROGRAMMABLE LOGIC CONTROLLERS
(1-Week Course).
10 students maximum
January 30 – February 3

RADAR RE-CERTIFICATION
(Examination Only)
Scheduled by Appointment

REFRIGERATION
(3 -Week Course).
10 students maximum
April 24 – May 12

SMALL ARMS
(1-Week Course).
10 students maximum
April 10 – April 14
May 8 – May 12
June 12 – June 16
August 21 – August 25
September 11 – September 15
October 9 – October 13

STEAM ENGINEERING
(6-Week Course).
12 students maximum
October 9 - November 17

TANKERMAN DL
(1-Week Course).
12 students maximum
April 10 – April 14
October 23 – October 27

TANKSHIP - LNG
(2-Week Course).
12 students maximum
August 14 – August 25

TIG WELDING
(2-Week Course).
6 students maximum
September 25 – October 6

VESSEL SECURITY OFFICER
(1-Week Course).
12 students maximum
April 24 – April 28
October 30 – November 3

VESSEL PERSONNEL WITH DESIGNATED SECURITY DUTIES (VPDSD)
(2-Day Course).
Scheduled by Appointment

VISUAL COMMUNICATIONS (Flashing Light)
(Examination Only)
Scheduled by Appointment

WELDING
(4-Week Course).
12 students maximum
January 16 – February 10

WELDING PROFICIENCY
(2-Week Course).
12 students maximum
February 20 – March 3
November 6 – November 17

2017 Online Courses

MARITIME RESOURCE MANAGEMENT ONLINE
(2-Week Course) 24 students maximum
January 16 - January 27 May 1 - May 12
June 5 - June 16 July 31 - August 11
August 21 - September 1 November 27 - December 8

RADAR OBSERVER RECERTIFICATION ONLINE
Scheduled by Appointment

VISUAL COMMUNICATIONS (FLASHING LIGHT) ONLINE
Scheduled by Appointment

ENROLLMENT PERIODS

For classes held during July 1 to December 31, applications are accepted starting Monday, May 1, 2017.



Calhoon MEBA Engineering School

27050 St. Michaels Rd., Easton, MD 21601 • Phone: (410) 822-9600 • Fax: (410) 822-7220
Email: applications@mebaschool.org • Web Site: www.mebaschool.org

APPLICATION FOR 2017 COURSE ATTENDANCE

OFFICE USE ONLY	
Student ID #	_____
Admissions	_____
Registrar	_____

COMPLETE ALL SECTIONS and READ ENTIRE APPLICATION BEFORE SIGNING. Please use PEN and PRINT all information NEATLY and LEGIBLY. Photocopy as necessary for submission.

SECTION I - Contact Information

Name: _____ Social Security #: _____
Last First M.I.

Address: _____
Street City State Zip Code

Email: _____ Primary Phone #: _____ Alt. Phone: _____

SECTION II - Employment Information Engineer Mate / Active MEBA Member MEBA Retiree

All employer for which you worked during the last 6 months.

_____ Vessel Name _____

How does the requested class relate to your current or future employment?

SECTION III - Housing Information

I request a Non-Smoking Room Smoker's Room My spouse will will not accompany me.

Number of children that will accompany me _____ List children's ages ____/____/____/____/____

SECTION IV - Course Selection (IMPORTANT - Check only ONE COURSE per application)

Deck Courses	<input type="checkbox"/> Data Communications	<input type="checkbox"/> Steam Engineering	<input type="checkbox"/> Fast Rescue Boat Renewal
<input type="checkbox"/> Advanced Meteorology	<input type="checkbox"/> Diesel Engineering	<input type="checkbox"/> TIG Welding	<input type="checkbox"/> Leadership & Management
<input type="checkbox"/> Advanced Shiphandling	<input type="checkbox"/> Engineroom Resource Mgmt	<input type="checkbox"/> Welding	<input type="checkbox"/> Small Arms
<input type="checkbox"/> Advanced Stability	<input type="checkbox"/> Gas Turbine Engineering	<input type="checkbox"/> Welding Proficiency	<input type="checkbox"/> Tankerman DL
<input type="checkbox"/> ECDIS	<input type="checkbox"/> Instrumentation		<input type="checkbox"/> Tankship LNG
	<input type="checkbox"/> Machine Shop Proficiency	General Courses	<input type="checkbox"/> Vessel Security Officer
Engineering Courses	<input type="checkbox"/> Marine Elec. Prop./HV Safety	<input type="checkbox"/> Advanced Fire Fighting	
<input type="checkbox"/> Advanced Pipe Welding *	<input type="checkbox"/> MEECE	<input type="checkbox"/> BST Refresher	
<input type="checkbox"/> CMEO	<input type="checkbox"/> PLC	<input type="checkbox"/> BST Revalidation	New/Unlisted Course (Indicate below)
<input type="checkbox"/> Container Refrigeration	<input type="checkbox"/> Refrigeration	<input type="checkbox"/> Damage Control / CBRD	<input type="checkbox"/> _____

*Students signing up for the Adv. Pipe Welding course must have successfully completed the CMES 4-week Welding course or the Proficiency Practical within the last two years.

For course starting dates, see the current Course Calendar. The School Web Site lists descriptions, prerequisites and other important course details.

Enter the STARTING DATE of the course you have selected above: _____

If you are submitting multiple applications (maximum of 4), please indicate the priority of this application: ____ of ____

After your course application has been processed, you will receive by email a Student Schedule. The Student Schedule will indicate one of 3 statuses for each course listed: (1) Registered, (2) Standby, or (3) Dropped. You will receive an updated Student Schedule if your status for any course changes. You are considered enrolled in any class for which you have a Registered status unless the Registrar's office receives notification to the contrary. If you are unable to attend an upcoming class for which you are registered, you MUST contact the Registrar no later than 2 weeks PRIOR to the start date of the class.

- I have read and understand all of the provisions and eligibility requirements stated on the following page of this application.
- I hereby certify that all the above statements are true and correct to the best of my knowledge and belief.
- I understand that if I make false statements and collect money fraudulently from the MEBA Training Plan, I am liable to expulsion from the Union in accordance with the provisions of the Constitution.
- I understand that acceptance is based on eligibility requirements and the date the application is received at the school.
- I understand that in order to be eligible for reimbursement, all my transportation arrangements must be made through the Plans travel agent by calling 1-877-324-6322.

DATE _____ SIGNATURE OF APPLICANT _____



James Caponiti
President, American Maritime Congress



AMC Perspective

AMC Update February 2017

As the new Administration evolves into shape, commencement of the 115th Congress is already underway. Perhaps more than ever, a significant challenge lies ahead for the U.S.-flag maritime industry to educate new members of Congress, relevant Committee Chairs, and newly appointed federal officials in key agencies. Working on behalf of MEBA-contracted companies, the American Maritime Congress will continue its mission to strengthen relationships with Government officials to promote fair and effective federal policies with sufficient funding to maintain critical programs necessary to bolster the U.S. Merchant Marine. The process to champion our industry's value also provides an opportunity for us to refocus and improve outreach to the Government and with respect to publicity in general.

In recent months, USA Maritime has focused attention to improve communications and public outreach and AMC will play a leading role in the effort overall. As a first step, the coalition's Public Relations Committee has been reconstituted and AMC Maritime Policy Director, Diane Luensmann, has been designated Committee Chair. Prior to joining AMC, Diane built an extensive background in corporate, government, and community relations which together have served to buttress her years of experience on Capitol Hill and with governors associations. Her instinctive approach to public outreach has enabled her to quickly develop an outline of concepts and principles that will serve as the coalition blueprint to inform government policy makers about the economic and national security value of maintaining a fleet of U.S.-flag commercial vessels, related infrastructure, and a trained citizen mariner pool available to respond during military conflict and national emergencies. For those unfamiliar with it, USA Maritime is a coalition of shipowning companies, maritime labor organizations, and maritime trade associations established to represent the U.S.-flag deep sea industry on legislative and regulatory matters.

The renewed emphasis on outreach will seek to widen the coalition's advocacy network by coordinating web sites and by making better use of social media. It envisions strategic planning among coalition members and systematic use of available electronic media outlets. We don't anticipate a significant increase in spending to achieve our goals. As an example to illustrate our expected approach, proactive messaging by organized use of leadership summits and roundtable discussions will become a more common occurrence. While we intend for government decision makers to remain our primary audience, there will also be a heightened effort to engage mainstream media together with news outlets focused on maritime trade and military readiness.

Having realized significant legislative outcomes related to the Maritime Security Program late in 2015, USA Maritime members remain alarmed by the ongoing decline in the number of U.S.-flag vessels trading internationally. As this column goes to print, that number rests at 78 with an expectation that it could elevate to 80 foreign trade vessels when two MSP contract vacancies are approved by the Maritime Administration. Though multiple concerns exist related to the decline, a special urgency with respect to the civilian mariner pool screams for action.

Retention of a trained civilian mariner pool adequately sized to crew commercial and government-owned sealift vessels during conflict and emergencies – without disruption -- is a fundamental element of sealift readiness. Correspondingly, anxiety within industry and government was elevated early last year when Maritime Administrator Jaenichen revealed in congressional testimony that the U.S.-flag deepwater fleet needed to grow by approximately 40 vessels to rebuild and sustain a sufficient cadre of qualified mariners to satisfy military surge requirements. As consequence, our industry's near term legislative focus is centered on cargo generation together with defense of the Jones Act and the annual exercise to ensure full funding of MSP during the annual appropriations process. The task with respect to cargo is twofold – to retain and upgrade existing cargo preference mechanisms, and to promote opportunities to increase government impelled cargoes. We view the domestic energy boom and evolving international development initiatives as potential sectors that could be leveraged accordingly.

United States history has repeatedly underscored the value of a strong commercial maritime industry, and the perception that sealift readiness enhances national security is as true today as ever. Yet, the common view is that ocean transportation has been taken for granted by the American public. Different from other transportation modes, it's predominately about freight and, therefore, essentially invisible to most citizens who view the television in their living room as having come from Walmart instead of from Asia. Though the United States remains among the top two trading nations in the world today, economic data for decades have estimated that only 2-4 percent of U.S.-foreign waterborne trade is transported on U.S.-flag ships crewed by citizen mariners. The benefits of maintaining a strong U.S. maritime industry do not naturally resonate with American citizenry, so our industry must raise awareness. We need all the help we can obtain in this regard, and we appreciate your support.





Faces around the Fleet



Engineers take a quick break from their busy day in the workshop onboard the MAERSK WISCONSIN. Left to right are 1st A/E Charles Jerrier, 3rd A/E Mike Slonaker, C/E Marc Lyons and Port Relief Engineer Ben Evans. They were in the Port of Houston at the Bayport terminal.



3rd A/E Marco Rodriguez wrapped up his shipping career after a voyage on his last ship, the M/V OVERSEAS CASCADE. It proved to be a great excuse to have some cake. Left to right are 1st A/E Nicholas Sullivan, 3rd A/E Marco Rodriguez, C/E Robert Fauvell and 2nd A/E Kristine Spadoni.



The engine crew of the APL THAILAND celebrating some liberty time in Dutch Harbor with a pint of IPA. Left to right are 3rd A/E Nate Abel, 2nd A/E John Schaber, C/E Ed Caspers and Junior Engineer Michelle Piper.

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Shipping Shorts

Golden Gate Ferry Contract Extension

The M.E.B.A.-represented Vessel Masters at the San Francisco-based Golden Gate Ferry District have agreed to a 3-year contract extension until 2020 with the District. Oakland Executive Vice President Adam Vokac, M.E.B.A.'s past Oakland Patrolman Christian Yuhas and Golden Gate Ferry Shop Steward Stacy Shonk headed up the rank & file negotiating team consisting of Vessel Masters Amanda Hogarth, Robert "Bob" Humann and Greg McCulloch.

Historically, negotiations with the District have not been completed for up to two years past the contract deadline, with no retroactive wages being paid. This groundbreaking agreement extension was negotiated by a coalition of unions and was completed a full six months early. The agreement will provide three years of labor peace for the Golden Gate Bridge District and the M.E.B.A., allowing them to focus on expanding service, replacing aging vessels and improving service for the public transportation system.

NCL Economic Reopener Wrapped Up

The Union has reached terms with Norwegian Cruise Line-America, Inc. on a reopener covering wage, benefits and work rules for the 32 officer positions aboard the PRIDE OF AMERICA. The cruise ship is the lone U.S.-flag large passenger vessel and also the only cruise ship operating exclusively between the Hawaiian Islands. Our contract with NCL goes through June 2020.

Negotiators agreed upon increases in wages and wage-related items for each

year, as well as boosts to the medical and other plans in each remaining year. NCL is also covering the Pension contribution and improvements were made in other areas such as vacation days, duty pay and travel language among other items. The M.E.B.A. negotiating team was led by Executive V.P. Adam Vokac and included Christian Yuhas, HQ Contracts Rep. Mark Gallagher and Legal & Legislative Director Nils Djusberg. A rank and file contingent supplementing the M.E.B.A. team included NCL sailing members Staff Chief Engineer Patrick Calder, 2nd A/E Eric White and Chief Mate James Lipset.



The Alaska Marine Highway System ferry MV MATANUSKA. Member Matthew Hunnewell, who serves as Chief aboard the Washington State Ferry KITSAP, sent in this great shot.



APL Negotiators - Left to right: EVP Adam Vokac, LA Branch Agent Rich Doherty, Rank and File Kevin Nichols, Rank and File Rob Merrell, Rank and File Fred Cuzner, Rank and File Joe Lacey and Christian Yuhas.

APL Deep-Sea, Port Engineer Reopeners Finalized

M.E.B.A. has finalized a pair of wage re-openers with American President Lines for our Deep-Sea and Port Engineer agreements. Negotiations over the reopeners, were slowed due to an arbitration over employment of M.E.B.A. and other unions on the APL GUAM. The parties were also heading to arbitration over the recent negotiations but worked together to achieve resolution beforehand. Reopener talks were a collaborative effort between the M.E.B.A. West Coast offices and M.E.B.A. Headquarters involving Executive V.P. Adam Vokac, L.A. Branch Agent Rich Doherty, former Oakland Patrolman Christian Yuhas as well as rank and file members Fred Cuzner, Joe Lacey, Kurt Landwehr, Kevin Nichols and Rob Merrell. The reopener covers the company's seagoing engineers and shoreside port engineers.

The new terms provide for increases in wages and benefits over the next two years with improvements to the M.E.B.A. Plans including the Money Purchase Benefit (MPB), Medical, Training, JEC and AMC. The contract is due to expire on September 30, 2018.

continued



Clarified Shore Leave Policy with NOAA

The M.E.B.A., along with the MM&P and SIU, recently concluded successful meetings with management at the National Oceanic and Atmospheric Administration (NOAA) that yielded a clarified shore leave policy for wage mariners in the fleet. The unions initiated the talks in an effort to secure terms for the NOAA fleet regarding shore leave accrual making it more harmonious with mariners serving in other government fleet bargaining units. The MOU creates a structure that is fairer and more consistent for all of our NOAA mariners. The new policy was finalized following a 30-day agency review and went into effect on January 1, 2017.

USA Maritime to Meet with Every New Member of Congress

USA Maritime is putting plans in place to meet with every newly elected Member of Congress to ensure that lawmakers are educated about the importance of U.S. shipping. USA Maritime is a coalition of maritime unions, associations and shipping companies – including the M.E.B.A. and AMC – fighting for the U.S. Merchant Marine. Coalition members are extremely active on Capitol Hill emphasizing the importance of our



The Union reached an agreement with the San Francisco Bar Pilots Association extending our long term relationship with them for the M.E.B.A.-represented Port Engineer position. Executive V.P. Adam Vokac and former Oakland Patrolman Christian Yuhas are seen here flanking Port Engineer Ken Fultz, who has kept the fleet running smoothly for 30 great years.

industry and ensuring that lawmakers understand the vital role of our mariners and U.S. shipping plays in our national security and in the nation's economy.

There are 51 new Members in the House and five new Senators. USA Maritime is reaching out to every one of them with office visits and are planning formal get-togethers to take place at M.E.B.A. Headquarters and other locations. In addition, there will be a series of maritime roundtables set up with lawmakers to take place in their respective Congressional districts. In all cases, topics of conversation will include the importance of the Jones Act and cargo preference laws, the Maritime Security Program, recruiting, retention

and training as well as the generation of cargo for the U.S.-flag fleet.

M.E.B.A.'s Political Action Fund is a key tool in the drive to educate lawmakers about U.S. shipping. The PAF enables the M.E.B.A. to foster friendships and solidify political relationships in Congress, the White House and in State Capitols. The Fund helps our Union succeed in Washington and is crucial in helping to uphold the maritime policies and programs that are frequently under attack by uneducated lawmakers and interest groups.



Former Tampa Dispatcher Joe Barbacane and M.E.B.A. retiree Mike Perry sailing on a cruise of the WWII ship SS AMERICAN VICTORY in Tampa.



M.E.B.A. issued congratulations to Elaine Chao who begins service as the new Secretary of Transportation. The former Labor Secretary under George W. Bush, she has a strong maritime résumé having chaired the Federal Maritime Commission, served at DOT as Deputy Secretary and spent time as Deputy Maritime Administrator. She's seen here with current Calhoon M.E.B.A. Engineering School Director Chuck Eser touring the CMES a decade ago.



Dr. Thomas J. Mackell Jr., Special Advisor to International Longshoremen's Association President Harold J. Daggett and the Executive Director of the Maritime Labor Alliance, died in October at the age of 74. He had been battling cancer but continued his work until the end. M.E.B.A. had a terrific working relationship with Dr. Mackell, particularly as part of the MLA. Mackell, a real Renaissance man, was a force for labor and the maritime industry.



MM&P President Don Marcus recently accepted the prestigious AOTOS statuette – the maritime industry lifetime achievement award. President Marcus was also recently re-elected to his position and will continue at the helm of the MM&P for the next four years.

New MOU SF Bar Pilot Port Engineer Position

M.E.B.A. has reached a new agreement with the San Francisco Bar Pilots Association extending our long term relationship and securing new beneficial contract language for the M.E.B.A.-represented Port Engineer position.

Commissioned and licensed by the State of California, the Bar Pilots began operations in 1850. They provide commercial vessel piloting services to the San Francisco Bay Area's nine commercial ports and are on call 24 hours a day.

The M.E.B.A. Port Engineer position provides operational maintenance, routine maintenance and repairs on pilot boat engines as well as all mechanical and electrical systems onboard. The new agreement covers 2017-2019, boosts wages and locks up a sizeable increase in Training Plan contributions. Executive V.P. Adam Vokac and former Oakland Patrolman Christian Yuhas closed on the new deal with collaboration from Port Engineer Ken Fultz, who has been an unfaltering force with the Bar Pilots for 30 years.

MLA Meeting

The six-union Maritime Labor Alliance is staying active as MLA principals helped further solidify the organization and pushed ahead on items of interest recently in Miami, FL. While they were there, M.E.B.A. was also able to take part in International Dockworkers Council meetings. The MLA is a cooperation between the ARA, IBU, ILA, ILWU, M.E.B.A. and the MM&P that fights to protect MLA member jurisdictions, working conditions and labor rights. M.E.B.A. President Marshall Ainley and Secretary-Treasurer Bill Van Loo took part in the productive meetings that made headway on further fortifying MLA organizational structure and allowed the group to discuss and lay out plans to successfully meet challenges ahead.

New Rep. in Charleston

Recent retiree Brian McNamara was appointed as Charleston Representative following Harry Toler's retirement from the position. Brian is a Calhoun School graduate who sailed with the Union for 30 years. He retired in July after having worked the last few years in the MarAd Ready Reserve Force fleet in Charleston.



At the AOTOS Awards, M.E.B.A. C/E Brian Muir accepted the Mariners' Recognition Plaque for the crew of the MSC vessel USNS MERCY. The ship and its crew completed a five-month humanitarian mission consisting of disaster relief preparedness exercises and community relations projects. The crew of the MAERSK KENTUCKY were also honored at the AOTOS awards for their part in rescuing 11 fishermen whose boat was sinking following 10 days adrift.

Harry kept things humming at the hall during his two-year watch and his fine work there is truly appreciated.

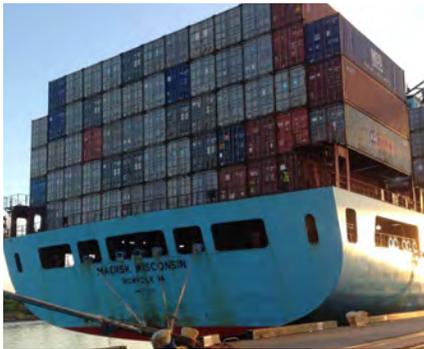
SSA Fleet Ratifies Five-Year Deal

M.E.B.A. members sailing in the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority (SSA) ratified a contract that will keep bargaining unit members hard at work for the next five years with wage and benefit increases. The deal took effect retroactively to July 30, 2016 and stretches out to July 2021. M.E.B.A. has represented the engineers in the fleet since the mid-1960s.

Our Boston Representative Pete Tsarides along with M.E.B.A. Legal Director Nils Djusberg oversaw talks for the Union that netted wage and medical increases over the life of the contract, an increase in Training Plan contributions and an agreement for the Authority to

continued





The MAERSK WISCONSIN at the Port of Houston's Bayport Terminal. The Maritime Security Program vessel was set for another stateside stop in Virginia before heading overseas once more to hit a series of European ports.

cover the Pension contribution. The rank and file team included M.E.B.A. SSA Delegates Dan Lindberg, John Burke and Stan Denisson.

Photos from the Fleet Needed!

We are always looking for photos from any of the M.E.B.A. bargaining units to better illustrate upcoming editions of the *Marine Officer* and to keep our Facebook site current. Members are urged to send in your photos to marco@mebaunion.org. Any photos with an M.E.B.A. connection, at sea



The Washington State Ferry M/V WENATCHEE with downtown Seattle in the background. The Jumbo Mark II Class ferry operates between Seattle and Bainbridge Island. (Photo credit: Matthew Hunnewell).

or on shore, are appreciated. Digital pictures should be taken at the highest resolution setting. In all cases, make sure you I.D. the photos. Check out the M.E.B.A. Facebook site which is usually updated daily.

Sign Up for the M.E.B.A. Vacation Plan Direct Deposit

Designed for convenience, M.E.B.A. members can help themselves by taking advantage of the Vacation Plan Direct Deposit that will help save them time and ease Plans processing costs. Authorization forms are available from the Plans Office, Plans Outport Offices and at the Plans' Website – www.mebaplans.org (Forms, Vacation). Complete details are available on the Plans' site as well. Contact (800) 811-6322 or vacation@mebaplans.org for more info.

Work on HQ Completed

The new-look M.E.B.A. Headquarters is fully operational after work to downsize our space in D.C. was recently completed. The downsizing, which reduced the HQ rental space by 20%, coupled with the recently negotiated long-term lease (10 years) will net significant cost savings for the Union over the next decade. The conference room was not affected by the downsizing and will continue to be an active hub for the many maritime, labor and Congressional meetings scheduled at M.E.B.A. HQ.

There are 15 M.E.B.A. employees working at Headquarters including the Union President, Secretary-Treasurer and Contracts Representative as well as Legal, Legislative, Membership, Accounting and Communication departments. In addition, the American Maritime Congress, with its 3 employees, sublets from the M.E.B.A., which also helps to reduce rental costs. This is the second time in the past fifteen years our Headquarters has been scaled down. Union labor heading up the downsizing completed the work on schedule and on budget.

Plans Director Szymczak Retires, Gilchrist Takes Over

Allen Szymczak, who has served as M.E.B.A.'s Plans Administrator for almost 20 years, recently announced his retirement. Steady and extremely capable, Allen headed up Plans since



M.E.B.A.-contracted Alaska Tanker Company had a table at the recent AOTOS awards. ATC and its Labor Relations Director Bill Cole (top center) brought a couple of M.E.B.A. Chief Engineers to the function. At top left is Robb Sasso who is the C/E on the ALASKAN FRONTIER (with wife Lorraine - bottom left). At top right is Matt Wilson, the C/E onboard the ALASKAN NAVIGATOR (with wife Patty - bottom right).



Allen Szymczak has retired as Plans Director after a great run. He and new Plans Administrator Ann Gilchrist are seen here flanking M.E.B.A. President Marshall Ainley.

late 1996 after his appointment to the position during the Shandrowsky administration. The Trustees expressed their appreciation to Allen for his many years of dedicated service and his loyal and tireless efforts on behalf of the M.E.B.A. membership. Thank you Allen and congratulations!

The Trustees asked Plans Controller Ann Gilchrist to assume the role of Plans Administrator and she began serving as Administrator immediately. Ann has been with M.E.B.A. Plans

for over five years and has served as Administrator in an acting capacity since June of 2015.

Matson Inks NASSCO Deal for Two Con-ROs

M.E.B.A.-contracted company Matson Navigation Company signed a contract with General Dynamics NASSCO to build two new combination container and roll-on/roll-off (Con-Ro) vessels for its Hawaii fleet. Matson is calling these vessels the Kanaloa Class and will name each of the new vessels after predecessor ships from its 134-year history. The first vessel will be named LURLINE, the sixth Matson vessel to carry that name, while the second vessel will be its fifth named MATSONIA. Deliveries are scheduled for the end of 2019 and mid-year 2020.

Master Mariner Recounts Life at Sea in New Memoir

M.E.B.A. retiree and master mariner Carol Curtiss has a great new book cataloging her life at sea. Her memoir is entitled “*Deep as the Ocean: A Woman Officer on All-Male Oceangoing Cargo Ships.*” In poetically-crafted fashion, she recounts her upbringing with her five older brothers, how she fled a chaotic childhood to heed the call of the sea and narrates her perseverance and success as a ship’s officer in a male-dominated industry. In a passage about her older brother Dale’s exodus from the household to pursue a career in the Merchant Marine, Carol noted that new doors were opened up and a sense of amazement set in. “Dale had not only

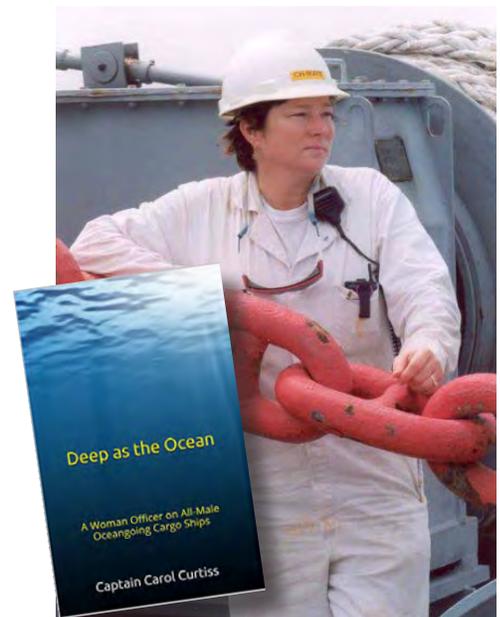
escaped home, he now belonged to the world, and this awed me as few things have since. It is one thing to escape; it is quite another to escape in pursuit of something beautiful and good.”

As she pondered her brother’s grand launch into the world and equated it to her own situation, Carol reasoned, “Whereas previously I could only imagine a life of travel in terms of a career as a stewardess, or in the military, now all manner of possibilities swam before my eyes. Running away is not freedom; running *toward* is. Travel the world by sea? All I had needed was someone to make it real, and Dale had done that. He hadn’t only stayed true to his intention to escape home, he had broken through to an enchanted realm.”

That facilitated her enrollment into the U.S. Merchant Marine Academy in the dual license program and eventual attainment of both Chief (Steam, Motor, Gas, Any Horsepower) and Master’s (Oceans, Unlimited Tonnage) licenses. It’s a great read, and it can be yours for a song (in actuality \$9.95 for the paperback, \$2.99 for the eBook). Go to www.amazon.com or go direct to <http://tinyurl.com/z6xoswr> and order your copy today.



Helen Delich Bentley – referred to by many within the industry as the “First Lady of Maritime” – sailed into the sunset in August at the age of 92. A cantankerous lioness on behalf of U.S. shipping, Bentley was a five-term Member of Congress representing Maryland’s second district. Maryland Governor Larry Hogan said that Helen “was a trailblazer for women in media and government, a longtime champion for manufacturing, maritime issues, and the Port of Baltimore which proudly bears her name as an everlasting tribute to her achievements.”



From stem to stern, the seaworthy new book by M.E.B.A.’s Carol Curtiss is a shipload of fun - climb aboard!



Faces around the Fleet



The American Victory Ship Mariners Museum issued thanks to M.E.B.A. members and retirees who donated their time, money and efforts to keep a piece of history alive for the next generation. They assisted as the S/S AMERICAN VICTORY spent ten grueling days in drydock painting, upgrading and preserving the WWII Victory ship that serves as a floating museum in Tampa, FL.



Christmas Day on the SLNC PAX (Patriot). The crew mustered on deck for this photo after opening their presents.



The two man team of Chief Engineer Tom Eastwood (center) and Calhoon M.E.B.A. Engineering School Asst. Director Bryan Jennings (at right) reigned supreme at a recent Calhoon Alumni Association Golf Tournament. CAA President Mike Fanning (left) hands over the Deep Sea Chiefs tournament trophy in the clubhouse in Ocean City, MD.



Texas A&M Maritime Academy Senior midshipmen Blake Clodfelter, Rusty Anglin, Philip Lyssy, Robert Williams and Anthony Gange made a visit to M.E.B.A.'s Houston hall where they learned more about the Union and how job calls work.



L.A. Branch Agent Rich Doherty (in front) with the talented engine crew of the Matson containership M/V MAUNAWILI, in a photo taken last summer. Standing from left to right are 1st A/E Jason Callahan (who in the interim was elected as the Union's Atlantic Coast V.P.), 2nd A/E Edgardo Tirado, C/E Brian Koechley, 1st A/E Rich Mossman and 3rd A/E Ashley Busenga.



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."

WALTER HINES BANK



Walter Bank sailed into another life on June 26, 2016 at the age of 88. He was a longtime member who strung together some great years at sea before climbing down the gangway for the last time in 1987 after a final stint with U.S. Lines. He was a member of Refuge Apostolic Church of Jesus Christ. Walter is survived by his wife Helen, daughter Helen Ball; sister-in-law Doris Roldan; son Michael; five grandchildren; ten great-grandchildren and many nieces and nephews.

JOHN DEMPSEY BEAM



John Beam found his safe haven on July 26, 2015 at the age of 89 after a very brief illness. He lived what can only be described as a big life. He fulfilled every dream a man could have - a loving marriage of almost 65 years to Janice and raising two daughters, Marlene and Cecelia. During World War II, after an honorable discharge from the Marine Corps, he joined the Merchant Marine and worked his way up in the

engine room. Eventually he sailed as Chief Engineer for American President Lines for over two decades, retiring in 1986. When he became Chief on the passenger ship HOOVER, he was the youngest Chief Engineer on the West Coast at that time. He mentored many marine engineers, notably Bob Riddervold, Peter Rose and Jay Mayse. He saw the shipping industry change dramatically during the post WWII era, including the containerization of cargo, the advent of diesel freighters and the decline of the passenger ships. In his younger days on the passenger ships he was a handsome, dashing officer in his white uniform. Later in life, he was a SCCA race car driver and a cowboy. He participated in several long cattle drives for the Rolling A Ranch in Dayton, Nevada. John enjoyed all sports, but especially the San Francisco 49ers, boxing and NASCAR races.

Even though he had little formal education, he was a lifelong learner who passed his love of history and literature on to his daughters. He also had a beautiful voice and his daughters recall him singing "Scarlett Ribbons" and "Waltzing Matilda" when they were children. Another lesson he passed on was that punctuality is a virtue. John was a terrific storyteller who believed that it wasn't a lie if it made the story better. He was a patriot and proud to

fly the American flag wherever he lived. He was fed up with political correctness, had an opinion on almost everything and never hesitated to express his beliefs.

KEITH L. BLANCHARD



Keith Blanchard embarked on his final passage on January 27, 2016 at the age of 60. He was a graduate of the Gulf Oil Program of Southern Maine Vocational Technical

Institute, and enjoyed a productive career at sea retiring as Chief Engineer in 2009 after 30 plus years. Hunting and fishing were great passions in Keith's life. He was a licensed Maine Guide and proprietor of the Reel Maine Guide Service, as well as a three time champion of the Best Ice House Competition of Sebago Lake. Keith was also the owner of Reel Maine Properties. He enjoyed driving his BMW, spending time with his granddaughter Bailey, and loved his Labrador Retrievers, Haley and Abbey. Keith will always be remembered for his dry sense of humor, sensitive and sentimental personality, and as a man that would do anything for anyone. Keith is survived by his loving wife of 32 years Diane; daughters Amber, Ashley, and Arielle; granddaughter Bailey; siblings

continued



Sharon Blanchard-Kimball, Patricia Glidden, Harold, David, and Kimberly Bengtson; sister-in-law, Donna Turco Bugliari; nieces and nephews Bryan McBrierty, Beth Ireland, Michelle Glidden, Jamie Glidden, Rachael Blanchard, Jessie Blanchard, Chase Blanchard, Zach Karantza, Brandon Blanchard, Blake Bengtson, Austin Bengtson, and Adam Bengtson, Nick Bugliari, and Bridget Bugliari; and several great-nieces and nephews.

WILLIAM ALFRED BURNS



Bill Burns reached his final shore November 30, 2016 at the age of 41. He began his maritime

schooling at the U.S. Merchant Marine Academy at Kings Point and graduated from Great Lakes Maritime Academy. Bill had a heart condition all his life. He spent his last evening visiting friends, in the best of spirits and in good company - talking hockey, fishing, hunting, and sea stories. He died unexpectedly, yet peacefully, of heart failure later that evening. Bill's ashes will be returned to the sea. Bill loved anything having to do with cars and fixing them, anything having to do with boats and keeping them running, hockey, fishing, sushi, the Detroit Red Wings and Lions (even when they didn't deserve his love), seeing the world from the deck of a ship, and most recently, elk hunting. No matter how far-flung the places he visited, he always came back to spend quality time with his parents in Michigan, and his sister and her family in Montana. He had a special relationship with his 11-year old niece Morgane, who he helped up her basketball game, took trick-or-treating any Halloween that he could, and made sure she always got her homework done. Bill is survived by his parents, Richard and Kamini Burns; his sister and her husband, Margaret Burns Vap and David Vap, his niece Morgane Vap, and his good friends all over the world.

DAVID EUGENE CROMWELL



The Creator rang down 'finished with engines' for David Cromwell at the age of 60. His long battle with cancer was at an end. David served in the U.S. Army

from 1975 to 1990 as an infantryman and tugboat operator. His service included three years in Panama and stateside assignments at Ft. Lewis, WA. and Ft. Eustis, VA. He began shipping out aboard Military Sealift Command vessels as an engineer in 2002. His assignments included tours of duty on the USNS ZEUS, USNS YUKON, USNS BIG HORN, USNS GUADALUPE, USNS SALVOR and USNS SAFEGUARD. He enjoyed seeing new sites but always returned to the home he and his wife constructed in Leavenworth, WA. He is survived by his wife Sheila, daughters Murrya and Heather Cromwell, stepson Allen Walker and stepdaughter Christina Horner. Papa David leaves behind ten grandchildren, Samantha, Baelee, Ty, Jennifer, Shaun, Evan, Ethan, Owen, Emilie, and Oliver. His parents Kenneth and Louise Cromwell, brothers Ralph, Kenneth, Mike and Timothy, and sister Kelly Courter will miss him as well. David had many nieces, nephews, cousins, aunts and uncles he thought and spoke of highly.

ARTHUR TROY CUNNINGHAM, JR.



Troy Cunningham sailed toward the great unknown on July 24, 2016 at the age of 70 following a brave struggle with thyroid cancer. He grew up in Port Arthur, TX, studied welding for short time, then hired on with Mobil Oil to work in the engine room of their cargo ships. He served in the US Army from Oct 1967 to May 1969 driving trucks through combat zones in Vietnam. After Vietnam, Troy went to California, worked an assortment of jobs, and then obtained his seaman's license as an engineer.

He served on container ships and tankers, opting for six-month tours to the Middle East, Africa, and Asia. He took advantage of his travels by visiting famous landmarks like the Pyramids. But he also enjoyed immersing himself in small towns and getting to know the local people. Like many travelers, he gained an appreciation of the differences between cultures. He was a 29-year member with the M.E.B.A. Music was an important part of Troy's life. He played piano and guitar well enough to surprise and delight his friends. He, Gaynelle, and his buddy Murphy often rode bikes to San Leon-area watering holes that featured live music. His gift to niece Rachel of Creedence Clearwater Revival's album "Willy and the Poor Boys" elevated her taste from bubble-gum pop to solid rock. Troy's passion was motorcycles – Harley-Davidsons to be precise. At age thirteen, he and his buddy David rode their Cushman motor scooters over the tallest bridge in the South spanning the Neches River from Port Arthur to Orange County, to swim, waterski, and dance at Joe Bailey's on Cow Bayou. Within a few years, they both graduated to Harleys. This love of the open road endured all his life. Troy had a way with words. He collected expressions. If you were going out on the town with him, he'd ask if you had your personality with you, meaning money. As a teenager he called cars "cages" but later referred to a car as "your ride." When Rachel was thirteen and Troy was thirty, she recalls riding with him in the countryside – he referred to it as getting into the wind. When nephew Donny opened a bottle of fine wine for him, Troy pointed to the cork in Donny's hand and said, "We won't be needing that." Although he didn't play team sports, as a youth, Troy was an accomplished water skier, able to jump ramps and be towed backwards astride a chair atop a circular board. In later life, he became a black mogul snow skier and excelled at shooting pool. One measure of a man is how he confronts adversity. All his family and friends admired Troy's quiet courage in his final months. He is survived by sisters Cay Cunningham and Rachel Joan

Cunningham; niece Rachel Hopkins Miller; nephew Donald Hopkins; and longtime girlfriend Gaynelle Smith.

ALLAN MASAMER DOWLER

Allan Dowler steamed into the hereafter on September 13, 2016 at the age of 77. He graduated from the U.S. Merchant Marine Academy in 1961. Allan was both a seagoing engineer and was one of the first instructor at the Calhoon M.E.B.A. Engineering School when it was on Light Street in Baltimore. He later served as the longtime Chief Engineer aboard the MORMAC SKY for several years and was said to be a very intelligent engineer and “a prince” to work for onboard ship. In retirement he found joy in working around the house and repairing old clocks and watches. He was a member of the local watch and clock club for many years. He is survived by his wife of 48 years Mary Lou; son Todd; and daughter Candice A.D. Smith, as well as four grandchildren.

MURRY EARL EDDLEMAN

Murry Eddleman made his last muster on June 28, 2016 at the age of 73. He grew up in Austin, Texas, served in the U.S. Navy and was a merchant seaman for over twenty-three years retiring as a Chief Engineer. He last sailed in 1988 on the OVERSEAS VIVIAN shortly before his retirement. He loved the ocean and was an avid saltwater fisherman. He resided in Texas close to the Gulf of Mexico most of his adult life in Galveston, Bayou Vista, Corpus Christi and finally Riviera, close to Baffin Bay. Murry loved hunting, especially for ducks and dove, and he loved his hunting dog companions, particularly his yellow Labrador Retriever, Josie, and his Vizsla, Zachary. He is survived by son Christopher; daughter Wendy; sisters Charlot Eddleman and Grace Crofford; brother Merle L. Moden; and, several cousins, nieces and nephews of which he was close to Kevin W. Moden and Eric G. Moden.

ADRIAN N. FRANCONI



Adrian Franconi shipped off to the source on May 31, 2016 at the age of 83. He last went to sea onboard the YORKTOWN

EXPRESS in 2011. He is survived by his wife, Norma; son Anthony; and daughter Angela.

VERNON M. FREEMAN, SR.



Vernon Freeman Sr., who was part of the M.E.B.A. family for five decades, eased into eternity on September 6, 2016 at the age of 65. He was a familiar face

at the Calhoon M.E.B.A. Engineering School for 42 years working in the maintenance department and handling a variety of projects. His brother William and sister Alice also spent many years working at the School. Vernon was dedicated, hard-working, good natured and an all-around great guy. His passing is painful for the entire School staff and the members who had the pleasure to meet him. Vernon was a loving father and grandfather who enjoyed spending time with his family and friends. He also enjoyed watching the Ravens and Orioles, fishing, hunting and wood crafting. He is survived by daughter Lavern DeShields; son Vernon Jr.; grandchildren Travon DeShields, Tenecia Collins, Vernon M. Freeman III and Valerie Freeman; great-grandchildren Jahziel Williams, Trinity DeShields and Zakai Wilson; brothers Roland and Anthony; sisters Catherine Jones, Alice Blake, Ellen Jenkins and Joyce Johns; special friend Sharon Kellum; and a host of nieces, nephews, other relatives and friends.

JOHN JOSEPH GABRIEL



John Gabriel sailed into the sunset on March 19, 2016 at the age of 71. He was raised on a farm

in Troy, ME and graduated from Maine Maritime Academy in 1966. As a mariner, he worked his way up to Chief Engineer and traveled to all seven continents. He finally put away his sea bag in 1997. While residing in Cape Elizabeth, ME, with his family, he was a lobsterman in Casco Bay enjoying his involvement with the local fishing community. He later moved to Tennessee where he owned a horse auction/stable until settling in Arizona in 2005. Nothing made him happier than being called “Papa” and spending time with his grandchildren. John will be remembered for his stories, good humor and willingness to try new things. He loved football. His hobbies included hunting, fishing, horseback riding, and a multitude of projects. When he moved to Arizona, he enjoyed living on his ranch, caring for his animals, working with cattle and even being the parade marshal for a number of years. He was definitely one of a kind. John is survived by his five children, Jonna Stanton, Michael, Liza Ross, Lauren Medina, and Jocelyn Gabriel. In addition, he is survived by his honorary children, Tugboat, Sea Wave, Elvira and the damn cat.

RICHARD W. GALLANT

Richard Gallant set course for calmer waters on June 19, 2016 at the age of 72. He was an excellent engineer and a hell of a guy. He last worked under M.E.B.A. contract in 1999 for Sea-Land Service shortly before his retirement from the sea. He was a resident of Newmarket, NH and is survived by family and friends including Fred and Cheryl Ederly.

DOUGLAS S. GLENN

Doug Glenn made his final crossing on October 29, 2015 at the age of 73. Doug was a proficient mariner and a great shipmate. He last went to sea aboard the LNG AQUARIUS in 1998 a few months before his retirement. He was a resident of Key Largo, FL and is survived by family and friends including Alice Riehl.

continued



CAPT. CLINE ASTOR GLIDDEN, SR.



Capt. Cline Glidden, Sr. shipped off toward his final destination on June 27, 2016 at the age of 91. In 1945, Cline went to New Orleans and joined the National Maritime Union. He sailed on Liberty Ships, and also worked for Lykes Brothers, Grace Lines, US Steel, Export Lines, and Farrell Lines among others. He honed his skills and eventually attained his Master's License, for unlimited tonnage. Cline met the love of his life, Miss Eula Mae Wood in January 1954 and they were married on December 25th of the same year in New York City. They were blessed with two children, Donna Michelle and Cline Astor Jr. "CG". The family moved to Cayman in 1972 and resided near the old family home in North West Point, West Bay. He retired from the sea in 1986 and served as Sergeant of Arms at the Legislative Assembly of the Cayman Islands from 1987-2002 a responsibility he carried out with dignity and pride.

After his retirement he enjoyed spending time with his family and travelled to be with Donna and her family who lived in South Florida. When Donna fell ill in 2005, Cline and Eula spent most of their time in Miami in support of Donna and her family, until Donna passed away in April of 2006. Cline was a dedicated Christian, which was portrayed in every aspect of his life and was a faithful and committed member of the West Bay Seventh-Day Adventist Church. Cline's health started failing in 2009, shortly after his 85th birthday. He was diagnosed with Parkinson's and Alzheimer's and was bedridden and totally immobile for the last four years of his life. He was lovingly cared for by his wife Eula, and caregiver Ms. Koralin Gordon who never took a break from the time she began caring for him. Cline Jr. "CG" said his father "loved our mom, loved our family, he worked hard not because of money but because he believed in

what he did, he cared more about people than money and he looked for opportunities to serve...especially those who couldn't help themselves."

FELLIE M. HENDRICKS

Fellie Hendricks crossed the great divide on March 23, 2016 at the age of 77. He was an excellent engineer, good union man and a great friend. He was a resident of Seattle, WA and is survived by children Fellie, Danny, Juanita and Vanessa.

BRUCE RICHARDSON INGALLS

Bruce Ingalls sailed off toward his final port call on June 27, 2016 at the age of 82. He battled Parkinson's disease for over 5 years, yet he continued to happily live with his wife, Jean, in their home of 50 years. Bruce earned his bachelor degree in marine science from Maine Maritime Academy. He joined the U.S. Navy and was honorably discharged in 1967. Then, Bruce started his career as a mariner and sailed with Sea-Land Service for 30 years. He was a member of the Howard Lodge #91, Blanquefort Comm. #13, Washington Chapter #16, and the Anah Shrine. After retiring at age 55, he enjoyed spending summers at Bog Lake and snowbirding in his 5th wheel with Jean. He is survived by Jean his loving wife of 58 years; son Rick; daughter Shelli Schomaker; grandchildren Jessica Ingalls, Austin Ingalls, Jake Schomaker and John Schomaker.

PAUL PHILIP JACKLEY



Paul Jackley sailed into safe harbor on September 4, 2016 at the age of 89. On his 17th birthday he joined the U.S. Merchant Marine

beginning a long and productive career sailing through WWII, the Korean Conflict and the Vietnam War. He shipped out to every corner of the earth and retired after 27 great years. Following his divorce to Carol McKinney, he married Ruth (Lawson)

Geisler in late 1975. They lived in Prairie du Chien, WI and later built a retirement home in Bagley. Together they enjoyed traveling and spent winters in Texas, Alabama and Florida. Paul was an avid fisherman and spent many happy hours on the Mississippi River. He was baptized and confirmed in the Zion Lutheran Church in Bagley where he was an active member of the church council. Paul was a past member of the West Grant Lion's Club and the Bagley Fire Dept. He is survived by his wife Ruth, daughters Jean Blake, and Leatha Jackley, son Forest, stepchildren Kris Smith, David Geisler, Paul Geisler and Karen Loper; sister Rita Conley, 10 grandchildren and 10 great grandchildren.

ROY T. JOHNSON



Roy Johnson climbed the gangway to the great beyond on Aug. 25, 2016 at the age of 89. He had a long and prosperous career working his

way up to Chief Engineer and sailing around the globe. He last went to sea in 1985 aboard the OVERSEAS NEW YORK. In his later years, Roy overcame multiple health issues defying the odds and was affectionately known as "The Miracle Man." He is survived by his wife Kathleen, among others.



CAPT. EDWIN CHARLES KAMINSKI

Capt. Edwin Kaminsky eased into the firmament

on March 23, 2016 at the age of 97. After graduating from the New York Maritime College and the U.S. Merchant Marine Academy at Kings Point, he embarked on a long, eventful, and illustrious career on the high seas. He did postgraduate studies in U.S. Navy schools and completed a program in nuclear technology at Kings Point that qualified him as Master of the Nuclear Ship SAVANNAH. Of all

the vessels he commanded, this was his favorite. During WWII, 24-year old Captain Kaminski commanded his first vessel - the Liberty ship S.S. GEORGE DEWEY. He guided her through North Europe and the Mediterranean, and also served as Commodore of convoys in British coastal waters and in cross channel operations to the Normandy Beaches from the initial landings to the end of the war in Europe. His next command was the S.S. KINGSPPOINT VICTORY, fitted out as a troop ship to carry Allied troops and to support the French in Indo-China. After the war, Capt. Kaminski sailed as Master on cargo ships and Staff Captain on the S.S. INDEPENDENCE and S.S. CONSTITUTION for American Export Lines before going ashore as Marine Superintendent and Operations Manager of the company. He returned to the sea in 1964 to take his turn as Master of the N.S. SAVANNAH between stints as Master of cargo vessels until his retirement from Farrell Lines, the successor of American Export Lines, in 1979. Capt. Kaminski was a member of the Marine Society of the City of New York, The Council of American Master Mariners, and the Society of Naval Architects and Marine Engineers. His war experiences are summarized in the book, Merchant Mariners at War by George and Christine Billy. Ed loved to sing and play the harmonica, serenading his first wife, Mary Anne Liebl Kaminski and their six children upon return from his many voyages. He also loved to garden and would often offer her a rose "as a token of my love." They spent 38 years together. After her death, he spent 30 years serenading his second wife, Marguerite Tapley Gregor Kaminski. Several years after the death of Marguerite, he moved to Delta, CO to be near one of his daughters, Stephanie Tolen. In addition to Stephanie, he is survived by his other children, Josephine Bailey, Edwin Kaminski, Michaela Hancock, Marguerite Kaminski, and Christine Tolen. He also is survived by stepchildren Dick and Bill Gregor; sister Helen Cahill;

and many grandchildren, great-grandchildren, nieces and nephews. The sound of music goes on, but Captain Ed's strong voice will be missed by all.

ROY THOMAS KENNEDY



Roy Kennedy answered the last call on March 11th, 2016 at the age 90. Roy joined the Merchant Marine at 15 years of age and worked on Liberty ships

during WWII. One of his vessels was torpedoed by a German U-boat off the coast of Madagascar. In 1945, he joined the Navy and during that time won the Nevada State Golden Gloves. He got married to Eleanor Ederer in 1947 and they eventually raised 5 children. After the Navy, he attended Western Washington State College and became a teacher. Although he enjoyed teaching, Roy returned to sea as an engineer. His many years at sea instilled a love of travel and he visited more than 100 countries in 6 continents. He continued to travel during retirement, and took many trips with his children, well into his 80s. He enjoyed the outdoors, fishing, boxing, and baseball. Roy was preceded in death by his wife of 62 years, Eleanor; his sons Steven, Jim and Paul; his great granddaughter Evangeline Marie Kennedy; brothers Truman and Gene; and sister, Barbara. He is survived by his children, Suzanne Jenkins and Thomas Kennedy. He has 8 grandchildren, 11 great-grandchildren, as well as numerous nieces and nephews.

RALPH JAMES MacHOLDA



Ralph MacHolda sailed into the sweet hereafter on July 22, 2016 at the age of 88. He had a lengthy and colorful career at sea and last shipped out in 1969 as 1st A/E onboard the SS SANTA MAGDALENA for Grace Line. He is survived by his wife of 62 years Beverly; daughters

Mary Miller and Judy Bowman; sons Edward and David; grandchildren Ashley and Morgan MacHolda, Connor and Keenan Bowman; and many other relatives and friends.

JACK MCGINNIS



Longtime M.E.B.A. member and Charleston hall Representative Jack McGinnis sailed into the sunset on September 3, 2016 at

the age of 84. Jack joined the Union in 1968 and shipped out for almost 25 years sailing around the world for a variety of companies. In 1993, he had an opportunity to assist the M.E.B.A. from the shore side when he took over as M.E.B.A. Representative in Charleston from the retiring Ray Hill. Jack proved himself eager and able providing dedicated and steadfast support to the membership for the next 20 years. In 2014, he handed the baton to new Charleston Representative Harry Toler and took his well-deserved retirement after 46 years with the M.E.B.A. Jack also served with the U.S. Coast and Geodetic Survey and was a Navy Reserve veteran. He worked as a producer at a Charleston TV station and co-founded the city's first FM radio station, WKTM 102.5. Jack joins his wife Otelia "Tee" who passed away in 2000. Services were held in N. Charleston, S.C. Survivors include daughters Deborah McGinnis Brannen and Melissa McGinnis; grandchildren Jackie Brannen Tucker and Jason McGinnis Brannen; and great granddaughter Trevor L. Tucker.

ROBERT CAREW MILLER



Robert Miller crossed the final bar on November 9, 2014 at the age of 90. He was born in Oakland, California and graduated from Fremont High School and the U.S. Merchant Marine Academy at Kings

continued



Point, NY. As a member of the Fourth Arm of Defense (the U.S. Merchant Marine), he served in the Second World War. Later, among other shipping jobs, he served as Chief Engineer of the S.S. LURLINE for Matson Navigation, retiring in 1986. Robert was preceded in death by his wife Catherine in 2003. He is survived by his son Mark Carew Miller, his daughter-in-law Sandra Louise Miller, and by his granddaughter Amanda Louise Miller. Robert will always be remembered for his kindness, generosity and dry sense of humor, and will be missed by all.

DONALD WILLIAM MOORE



Donald Moore joined the Choir Silent on July 31, 2016 at the age of 93. He began his working career in the recycling business (actually, an auto junkyard) in Worcester, MA where he was involved in an explosion that caused major burns to his arms. The accident left him ineligible to join the armed services (the importance of de-gassing a tank would never be taken lightly). In 1942, after being turned down for service in the Navy, Donald traveled to Santa Catalina Island's Avalon Bay U.S. Maritime training camp and joined the Merchant Marine. He first shipped out on the 1913-built, triple-expansion tanker S.S. TOPILA, which would be the first of many vessels in his long career. He sailed in numerous ship engine rooms during the war, which took him to several active Pacific and Atlantic theaters. Donald took and passed his Chief Engineer's exam in 1945. After the war, faced with high unemployment in the States, Donald decided to make a career out of the Merchant Marine after he devised a way to mount an air conditioner into the Chief's stateroom on a T-2 tanker, thus making life at sea a bit more comfortable. For more than 30 years, Donald served exclusively

on T-2 tankers as Chief Engineer on numerous ships, eventually working on vessels with all 3 power plants (GE, Westinghouse, and Elliott). His first task upon arriving on a new ship was to get that air conditioner mounted in the stateroom. He was an expert at keeping these ships running, and became the go-to Chief whenever a company had a problem T-2 that needed expertise. Donald worked for a number of companies, including Marine Carriers, U.S. Shipping, Commerce Tankers and others. With his reputation for keeping ships running smoothly, his services were always in demand. He surrounded himself with an able staff that could repair most any problem, and was thus able to limit his time down in the engine room ("it was hot down there"). His career was a remarkable one which took him around the world numerous times, and allowed him to visit countries in six continents, as well as a brief stint as a U.S. Marshal, when the ship he was sailing on was seized by the Government and he was placed in charge of the vessel while it was laid-up in Seattle, WA. He last sailed for the M.E.B.A. in 1972 on the S.S. SEAFARER (ex. S.S. FORT HENRY). After a brief retirement, he began a new career as the senior port engineer for Shell Oil Company in Houston, TX, and worked until 1990, when he retired for the final time. He spent his retirement years travelling to many of the places he had visited during his seagoing years, along with his second wife. He devoted much of his time to his classic car collection, which enabled him to continually turn a wrench to keep his cars in excellent mechanical condition. Taking his cars out on weekend drives became a ritual, and he traveled thousands of miles on the highways and back roads outside of his home in Houston. Donald continued to maintain his Chief Engineer certificate until 2012 – just in case there was a T-2 tanker out there that needed the attention of an 88-year old Chief Engineer. He

is survived by his second wife, Kim; brother, Robert; son Tod, grandchildren and great-grandchildren.

DANIEL PATRICK PHELPS



Daniel Phelps sailed to the end of the line in June 2016 at the age of 59. As an M.E.B.A. member, Dan kept engine rooms running smoothly on shipping

lanes across the globe. He was also a member of the Ironworkers Local 377 - San Francisco, where he worked for several years before the M.E.B.A. Dan was a San Francisco 49ers and Golden State Warriors fan and followed his favorite teams through victory and defeat. He was also a NASCAR fan and loved everything "auto." He usually had at least four or five vehicles at his home as "hobbies." Dan suffered the loss of his home from the terrible Valley Fire in September of 2015. He was planning to rebuild on his lot instead of moving away because he loved the area so much. He was always in good spirits even though the entire time that Dan was dealing with the loss of his home, he was going through chemotherapy to fight cancer. It was a fight that he eventually lost in June. His friends and family are honored and privileged to have had Dan in their lives. He is survived and lovingly missed by his parents James and Esther Phelps; sisters Donna Champion and Diane Proulx; brother Douglas; nieces Cory Cavagnaro, Erin Belles, Jamie Phelps, Kelli Osorio, Kanoe Wentworth and Kylie Phelps; nephew Kris Champion; and many other family members. Dan will also be missed by his neighbors and friends in the Cobb Mountain area, the friends he made in college and in his engineering career, his high school buddies from Terra Nova High School and his motorhead racing friends. He was a good friend and neighbor to all, just an all-around good guy.

JOSEPH WINFIELD SCOTT



Joe Scott rose above the horizon on July 11, 2016 at the age of 75. Born, raised and educated in Fitchburg, Massachusetts, he had three children with his wife Joan Tessier

before their divorce. Joseph served in the US Navy from 1959 to 1963 as a Boiler Technician 2nd Class. A year later he got married to June Fraser on Halloween of 1964 in Fitchburg. They moved to Portland, Oregon where he called home for the rest of his life. Joseph was an excellent Chief Engineer who did an expert job and ran a tight ship for many years until his retirement in 2006. He is survived by his children Tammy Gubitza, Wendy Scott and Timothy Tessier; sister Phoelica Copeland; and grandchildren Andrew, Jennifer and Titania.

JOHN T. SERRIDGE

John Serridge pushed off toward his final frontier on May 29, 2016 at the age of 85. He had a long and successful shipping career that continued up until his retirement in 1996. He last went to sea earlier in 1996 aboard the LIBERTY STAR. He was a resident of Groveland, Florida and is survived by nephew Michael Dimaina, as well as other family and friends.

HAROLD FRED SLATER

Harold Slater stood his final watch on September 24, 2016 at the age of 89. He was a longtime Chief Engineer who began his 42 year shipping career at the age of 17. He last sailed for Farrell Lines onboard the AUSTRAL RAINBOW in 1985 shortly before his retirement from the sea. He was a resident of Inverness, FL and is survived by many family and friends.

ISRAEL TASGAL

Israel Tasgal set sail for uncharted waters on May 13, 2016 at the age of 81. He strung together some great years with the Union and was an

asset to the engine room crews he served with around the globe. He last went to sea in 1996 shortly before his retirement when he shipped out with Puerto Rico Marine. Israel was a resident of Roosevelt, NJ and is survived by many family and friends.

WILLIAM JENNINGS TEAGUE

Eight bells rang for William Teague on July 9, 2016 at the age of 90. He was a veteran of World War II, joining in February 1943 at the age of seventeen. He served on four ships which participated in support of five invasions in the Pacific, beginning at the Solomon Islands and ending at Okinawa, his location when the war ended. After his discharge, he continued a life at sea sailing on more than thirty merchant ships into almost every port in the world. Bill received his Chief Engineer's license for any horsepower and welcomed the challenge of many different ships. He last went to sea in 1985 for Union Marine. After retiring, he operated his infamous "Hobby Shop." He built anything, including a massive concrete monument in Panther Park replicating the state of Alabama. Bill and wife Betty were contributors to the Abe Brown scholarship fund and they also funded individual scholarships. Bill performed assistance to the city of Eclectic, AL with minor to major repairs. Most notable are the star-shaped signs welcoming visitors to the city and the monuments and improvements to Panther Park. They were lifetime members of the Elmore County Humane Society, (provided a home to many stray dogs) and members of the Capri Community Film Society of Montgomery. The Teague family came to Eclectic in 1947 and started Teague's soft drink business. Several years after the business was closed Bill donated the building and hobby shop to the city with the intent for it to be used as the city library. Bill is survived by his wife Betty Thrash Teague, who kindly cared for him in his last months, brother Joe Teague, sister Mary B. Teague Falkner; sister-

in-law Sylvia Teague; stepdaughters Anita Holly and Connie Cheatham; brother-in-law H.O. Thrash; and numerous nieces and nephews.

PER THEODORSEN



Per Theodorsen awoke to life immortal on April 15, 2016 at the age of 84. Per had a successful career sailing around the world keeping engine rooms humming for

50 years. He and his wife immigrated to the United States in 1960 and became US citizens in the early 1970s. They settled in California for many years before moving to Texas in 1983, where they lived in Huntsville, Kingwood, Longview and Gilmer. He was a funny, kind-hearted and generous man who loved deeply and loved to serve others, especially his wife. He is survived by his spouse of almost 60 years, Esther, and their three children: daughters Hilde Sladich, and Kristin Poss and son Per K. Theodorsen. He is also survived by his grandchildren Ryan Sladich, Travis Sladich, Erik Theodorsen, Evan Theodorsen, Chris Hoot, Caleb Hoot, Natalie Poss and Danielle Poss. He has one great-grandchild, Katherine Rose Sladich.

WILLIAM JOHN THOMAS

Bill Thomas sailed into the wild blue yonder on January 30, 2016 at the age of 61. He was a 1977 graduate of the U.S. Merchant Marine Academy and sailed around the globe for many shipping companies including Sealift, Inc. He last went to sea in 1989 onboard the GOLDEN ENDEAVOR shortly before his retirement. He was a member of the Sunrise Yacht Club and was a resident of Merrick, NY. Bill is survived by his wife Lynn, daughters Catherine Heather and Elizabeth Lynn, brother Douglas J. Thomas, sister-in-law Ann Thomas and niece Debbie Thomas.



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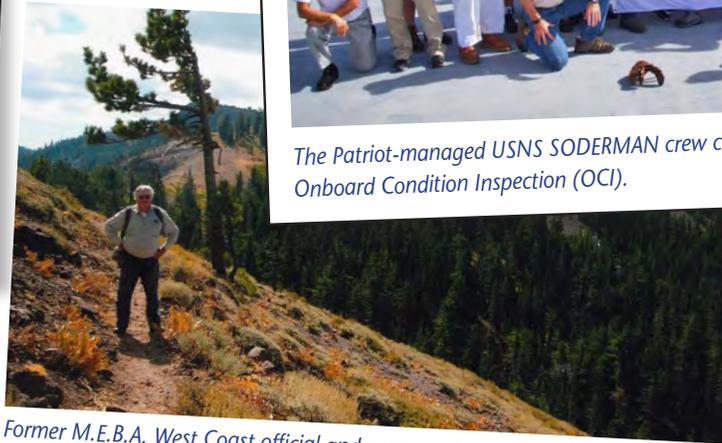
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M.E.B.A. Third Mate Jake Kopras during limestone unloading operations from Interlake Steamship Company's M/V LEE A. TREGURTHA in Superior, WI.



The Patriot-managed USNS SODERMAN crew celebrating after aing an Onboard Condition Inspection (OCI).



Former M.E.B.A. West Coast official and current retiree Bill Ward has been staying active. Here he is at Roller Pass near the Pacific Crest Trail and close to where the doomed Donner Party got waylaid during the winter of 1846-47 and eventually resorted to cannibalism. Fortunately Bill hiked the trail in September, brought plenty of food and didn't have to cannibalize his hiking companion.



Darryl Hagar in Norfolk, VA doing some night work aboard the M/V YORKTOWN EXPRESS.



1st A/E Nick Brissey and C/E Erik Barton perk up for the camera before returning to the daily grind onboard the Keystone Suezmax tanker SEAKAY SPIRIT.



The APL CHINA in Dutch Harbor, Alaska. Left to right are Captain Jonathan KomLosy, 1st A/E (Relief Chief) Ben Parmer, C/E Tim O'Donnell, 1st A/E Shane Mahaffey and Chief Mate Lilly Gallo. (Photo credit: MM&P & Capt. KomLosy).