

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
2nd Quarter 2017



**M.E.B.A. Pension Plan
Hall of the States Building**
400-444 North Capitol St., NW
Washington, DC





Faces around the Fleet



M.E.B.A. pensioner Stan Sudol shows off his appreciation of his country and Union from his home base in Yuma, AZ. He said, "I'm proud to be an American, and thankful for being an M.E.B.A. member - which is contributing to me having a great retirement."



Following the completion of a successful sea trial, engineers onboard the M/V CAPE VINCENT commemorate the moment as the Patriot-managed Ready Reserve Force vessel returned to its Beaumont berth. Left to right are 1st A/E Dave Reid, C/E Jim White and 2nd A/E Jason Harrington.



M.E.B.A. engineers onboard the NOAA oceanographic research vessel NANCY FOSTER. The vessel was in the Gulf of Mexico on a science mission to study Bluefin Tuna Larvae. When the ship's service generator went down, the engine team snapped into action. 1st A/E Matthew Lagor and 2nd A/E Anthony Franza get to the source of the problem in the first photo. Junior Unlicensed Engineer Joseph Clark and Wiper Tommy Meissner examine the patient and help remove a shattered piston which is seen in the third photo. The surgery was a success and the NOAA ship was back soon waves again. The photos are courtesy of FOSTER Chief Engineer Tim Olsen who oversaw the operation.



On the Cover: *Seen on the cover is the Hall of the States Building in downtown Washington D.C. at the foot of the U.S. Capitol. The M.E.B.A. Headquarters building houses numerous high-powered tenants including national news media outlets and the governors association among many others. This influential building is an asset of the M.E.B.A. pension plan. Check out M.E.B.A. President Marshall Ainley's column on the next page.*

Marine Officer

The Marine Officer (ISSN No. 10759069) is published quarterly by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO).

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Periodicals Postage Paid at Washington, DC

POSTMASTER:
Send address changes to the Marine Officer
444 N. Capitol Street, NW, Suite 800
Washington, DC 20001-1570

Visit the M.E.B.A. website at www.mebaunion.org



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.

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Message from the President

M.E.B.A. Defined Benefit Pension Plan – ISH Bankruptcy – SEACOR Agreements

The M.E.B.A. has had a Defined Benefit Pension Plan since December 13, 1955. On the cover is a picture of the Hall of the State's building which is an M.E.B.A. Pension Plan asset. It is not owned by the Union as some may believe but the Union does lease office space where our M.E.B.A. Headquarters is located.

Since the building is owned by our Pension Plan, the net rental income from the tenants, including the M.E.B.A. Union, is part of the overall income received by the Pension Plan. In addition to the building rental income and the building real estate appreciation, other Pension Plan income is provided for from contract contributions and investment income from Plan financial assets.

The decision to purchase the building was made in 1976 by the M.E.B.A. Plan's Board of Trustees when Jesse Calhoun was President of the Union. At the time the decision to make such a purchase with Pension Plan assets was no doubt a serious consideration, but I don't think you will meet anyone today that would tell you it was not a prudent investment. The building value has appreciated significantly due to the high tenant occupancy and leasing rates, which is due to the building's location in close proximity to the U.S. Capitol building.

Most are aware the M.E.B.A. has made significant efforts in recent years to maintain our Defined Pension Plan with a sustainable model, even while there are those who would prefer to see the Plan frozen. The Union trustees, past and present, working with the employer trustees, have had to come to agreement to make significant, proactive decisions to sustain our Pension Plan. There were many in our membership who did not agree with some or all of the decisions or changes made to the Plan. Though at the end of the day, based on current industry projections, we still have a sustainable Defined Benefit Pension Plan. Our Pension Plan not only assists when recruiting new applicants, it provides an incentive for our members to make a career working in the M.E.B.A. while also providing benefits to our Union's retirees. The Plan is in the Pension Protection Act 06 (PPA) "Green Zone" with a Funded Percentage of 100.6% as per the Plan's 2016 "Annual Funding Notice for M.E.B.A. Pension Trust".

Sustainability of our Defined Benefit Pension Plan was certainly one of my major concerns when I decided to get involved with our Union administration. At the time I simply did not agree that a Pension Plan that was as substantially funded as the M.E.B.A.'s needed to be frozen without any attempt being made to maintain it. Without discussing past decisions regarding the need for benefit reductions and contributions to the Plan, suffice it to say the Pension Plan assets, the contributions and investment income the Plan receives, have to provide for the accrued member and retiree benefits.

As many know by now, our employer International Ship Holdings (ISH) filed for bankruptcy in July of 2016. These past 11-12 months have amounted to a long year for many, especially our members

employed with any of the several companies under the ISH umbrella. I applaud our members who made the decision to remain with the ISH companies, to maintain the ISH vessels in operation without disruption to service and continue to work professionally throughout this process. I have no doubt it was difficult to continue with the uncertainty of what the future would hold. During this time the Union did make best attempts to communicate with our members to keep all apprised of new developments in the bankruptcy process.

There are many that were not pleased with the ISH bankruptcy, how it affected the unions involved and the individual Union Benefit Plans. Why would anybody be pleased? In order to actively protect our interests, the M.E.B.A. Union had to make the best decisions based on legal counsel recommendations, while taking the reality of the situation into consideration. Our Union remained involved to the extent we could be, but ultimately did not have control over the final outcome of the bankruptcy and the subsequent reorganization.

Within the context of the bankruptcy, the Union also had constraints imposed that we had to deal with. A major constraint for the unions when dealing with the bankruptcy of an employer is the fact collective bargaining agreements could be rejected in the process of a reorganization. Ultimately the employer chosen for reorganization, SEACOR, did not reject our collective bargaining agreements and we were able to meet and negotiate in good faith for close to a 3-month period in order to finalize agreements. This should tell you something but I'll leave that for you to ponder.

As a result of the bankruptcy and the threat to reject our collective bargaining agreements, the Union excluded the employer from participation in our Defined Benefit Pension Plan and provided for a Defined Contribution Plan. The options were fairly simple, both parties either had to negotiate new agreements which the membership would approve or our current contracts would have to be rejected, the employer could face disruption to their business and the jobs would be lost to another maritime union. The world is not perfect and this was our reality.

The new SEACOR collective bargaining agreements were voted on twice by the membership and eventually ratified which should also tell you something about the process. The reorganization process is nearly over and the contracts with our new employer, SEACOR, became effective in early July 2017.

During this process we have had to reiterate to many, not only within our Union but within the industry including some of our employers, that this bankruptcy, the negotiations that transpired and the end result is obviously not the "norm" for our industry. Some have chosen

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President's Message Continued

to create a lot of “noise” or adopt a posture in an attempt to leverage the Union’s approval of a contract without the Defined Benefit Plan. Like many other decisions that are overreacted to, both inside our Union or in our industry, the decision by our members to maintain this work under the M.E.B.A. will eventually be understood. The “noise” will continue to decrease and “this too shall pass”.

To make it clear, the M.E.B.A. continues to have a Defined Benefit Pension Plan of which our Union can still be proud. Those that came before us built up our Pension Plan through contributions from our contracts with employers over time. These contributions did not come without a cost to member wages, just as many of our current members, applicants or recent retirees have come to understand. We have done what we had to do to sustain our Defined Benefit Pension Plan, and having said that, I have to ask the question, “Why after all the effort put forth to maintain our Pension Plan would we consider moving in a different direction, towards a Defined Contribution Plan, because of one single employer bankruptcy?”. The answer is we are not.

At the end of the day some could ask, “Is the M.E.B.A. stronger or weaker for voting in a contract that did not include a Defined Benefit Plan?” In my opinion the answer is “No”. The decision by the membership was either to lose the employment on 8 vessels, 6 of which have Maritime Security Program (MSP) contracts or to maintain the work with a new employer that reorganized a bankrupt company, with a Defined Contribution Plan. Of course all of this was contingent on negotiating collective bargaining agreements that would ultimately be found acceptable and ratified by the Union membership. If not acceptable, the Union membership would have undoubtedly voted otherwise and the work would have been lost.

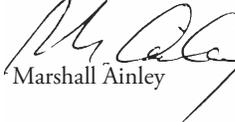
Based simply on the membership contract vote, there were many that disagreed going forward with the SEACOR contract. I don’t blame them as those members obviously feel strongly about the M.E.B.A.’s Defined Benefit Pension Plan, as I do. But in this particular situation I also personally believed that depending on the final negotiated collective bargaining agreements, the number of jobs were a significant consideration and had to be taken into account when voting on the contract. I wouldn’t have voted for a contract without a Defined Benefit Plan otherwise.

Our employers will continue to co-exist within the M.E.B.A., with different contracts, even though some like to make statements about “fairness” and “level playing fields”. If you ask employers who participate in the Defined Benefit Plan, some would argue it is the M.E.B.A.’s responsibility to level the playing field among employers. My response to that is while we once had Master Contract Agreements, we no longer do for a number of reasons and our employers know this. So while it may not be a level playing field, it hasn’t been for quite some time and that isn’t about to change.

We all know shipping companies operate differently, with different business models, corporate structures, varying financial strength, debt to equity ratios, assets, liabilities, fixed and variable costs, revenue, types and numbers of vessels, shipping and cargo contracts, shipping routes, human resources, employees, etc., etc. When negotiating contracts, why the M.E.B.A. would make any attempt to accommodate all of our different employers on any one level and not take into account the individual and unique company circumstances, is beyond me. It is not something we will consider.

The world is not perfect.

Fraternally,


Marshall Ainley



**Faces around
the Fleet**



Member Roman Kasparyan shared this shot of the ASM/Patriot managed LMSR USNS CHARLTON undergoing repairs at the Bayonne Dry Dock & Repair facility in New Jersey. Roman is serving as Chief Mate onboard the vessel courtesy of the M.E.B.A.-MM&P Pass-Through Program.



M.E.B.A. engineers changing out the #4 Cylinder Exhaust Valve onboard the OSG tanker OVERSEAS LONG BEACH. Left to right are 2nd A/E Chris Paul, C/E Marc Supersano (top left), 3rd A/E Chris Bolinger (top right) and 1st A/E Chance Parent (front right).

M.E.B.A. Inland Bargaining Units Converge for ITC Parley

Members representing inland waterways and ferry bargaining units across the country recently converged at the Calhoun M.E.B.A. Engineering School in mid-June for a day of intensive talks. They pored over related topics, addressed challenges facing our members in those sectors and considered strategies to strengthen their hand. Inland groups represent almost one third of the total M.E.B.A. membership.

Representatives were rounded up from a diverse mix of M.E.B.A. ferry and workboat bargaining units for the third such conference in recent years of the group known as the "Inland Transportation Coalition." The ITC was initially formed in 2012 to help lend a voice and further extend assistance to our members serving those sectors.

Washington State Ferry Rep. Isaac Seidman and Staten Island Ferry Rep. Mike O'Toole organized the one-day conference and helped secure participation from a dozen M.E.B.A. inland members. Also in attendance were several other key Union officials who oversee inland contracts of bargaining units that were not able to send a representative. They included Seattle Branch Agent Jeff Duncan, Boston Rep. Pete Tsarides and Juneau Rep. Ben Goldrich. M.E.B.A. Contracts Rep. Mark Gallagher and Political Director Matt Dwyer who gave presentations in their areas of expertise. In addition, M.E.B.A.'s five-person District Executive Committee took part which helped supplement discussion and better isolate realistic approaches on items of interest.

Matters of mutual concern that were thrashed out included contract negotiations and enforcement, political concerns

as well as union representation and administration. In addition, a presentation and subsequent workshop overseen by Labor Professor Kitty Conlan proved useful for attendees. Conlan provided a rich history of unions and delved into other topics such as labor relations, leadership and communications.



Staten Island Ferry Rep. Mike O'Toole (at left) and Washington State Ferry Rep. Isaac Seidman are seen here with Labor Professor Kitty Conlan. Kitty gave an excellent presentation providing a rich history of unions and labor relations. She also conducted a well-received unionism workshop with attendees.



The ITC 2017 gathering included (l-r) Randy Aurella (FOSS); Secretary-Treasurer Bill Van Loo; HQ Contracts Rep. Mark Gallagher; Roland Rexha (Staten Island Ferry); Chris Ferrara (Staten Island Ferry); Nickolas Tapley (Washington State Ferry); Mark Wolf (DRBA - Cape May-Lewes Ferry); Melissa Velli (DRBA - Cape May-Lewes Ferry); Capt. Stacy Shonk (Golden Gate Ferry); M.E.B.A. Staten Island Ferry Rep. Mike O'Toole; Executive V.P. Adam Vokac; M.E.B.A. Washington State Ferry Rep. Isaac Seidman; M.E.B.A. Juneau/CBJ Rep. Ben Goldrich; Eric Downer (AMHS); Daniel Lindberg (Woods Hole Martha's Vineyard Steamship Authority); Gulf Coast V.P. Erin Bertram; M.E.B.A. Boston Rep. Pete Tsarides; Capt. Denny Donovan (Boston Marine); Atlantic Coast V.P. Jason Callahan; President Marshall Ainley; M.E.B.A. Political Director Matt Dwyer and Eric Winge (WSF).

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**Meeting
Schedule**

Port	Aug.	Sept.	Oct.
Boston	Mon. 7	Tues. 5	Mon. 2
Calhoun School	Tues. 8	Tues. 5	Tues. 3
Charleston	Tues. 8	Tues. 9	Tues. 3
Honolulu	Fri. 11	Fri. 8	Fri. 6
Houston	Tues. 8	Tues. 5	Tues. 3
Jacksonville	Wed. 9	Wed. 6	Wed. 4
L.A. (Wilmington)	Thurs. 10	Thurs. 7	Thurs. 5
New Orleans	Wed. 9	Wed. 6	Wed. 4
New York (New Jersey)	Thurs. 10	Thurs. 7	Thurs. 5
Norfolk	Thurs. 10	Thurs. 7	Thurs. 5
San Francisco (Oakland)	Tues. 8	Tues. 5	Tues. 3
Seattle	Mon. 7	Tues. 5	Mon. 2
Tampa	Thurs. 10	Thurs. 7	Thurs. 5

M.E.B.A. Convention Further Stabilizes District within National Structure

Elected Delegates better solidified the District within the National M.E.B.A. in March when they gathered at the Calhoun M.E.B.A. Engineering School for the Union's 112th National Convention.

The National M.E.B.A. is an administrative umbrella organization that was restructured in the 1960s to house M.E.B.A. Districts. It has no paid employees and holds no contracts. As members know, there is currently only one District under the National M.E.B.A. which is 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. At the District No. 1 elections that concluded in December, members voted for 15 Delegates to participate in the Convention. Those members gathered in the Luebbe Conference Room at the School on March 20th for a productive all-day discussion of both National and District business.

When the M.E.B.A.'s District system came into force in the 1960s, a "Constitution for Districts" was created as part of the M.E.B.A. Constitution – with directives and guidelines for the multiple Districts within the National M.E.B.A. But since 1999, the National M.E.B.A. governing body and its Conventions are comprised solely of District No. 1 members. The District is governed by its own By-Laws, but is also beholden to the National Constitution and the Constitution for Districts.

National officers were also elected at the Convention and the new National Executive Committee resembles the District

Executive Committee. Marshall Ainley was re-elected as National President and Bill Van Loo continues his service as National Secretary-Treasurer. Adam Vokac was re-appointed as National Vice President and Erin Bertram and Jason Callahan rounded out the five-person National Executive Committee as NEC Members.

Although much of the business of the day focused on the National M.E.B.A. and the "ritualistic" agenda of the National Convention, a segment in the Order of Business laid out in the Constitution is dedicated to District affairs. This afforded Delegates the opportunity to hear reports delivered by the District Executive Committee, discuss day-to-day Union business and also included an address from M.E.B.A. Legislative Director Matt Dwyer who briefed Delegates on the legislative and political landscape in these interesting times. Chuck Eser, Director of the Calhoun M.E.B.A. Engineering School, addressed the Convention with a summary of training and ongoing initiatives such as the Cadet Internship Program, STCW certifications and cost savings at the School. Attorney Jim Rosenberg, who has performed occasional work for the M.E.B.A., gave an overview of applicable labor law and briefly talked about the unusual structure of the M.E.B.A. He noted that all unions he has worked for are guided by constitutions that continue to evolve in response to modern times to provide more functionality. Delegates made several such amendments to the M.E.B.A. Constitution through the resolution process that is spelled out in the governing documents.

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Elected Delegates at the 112th National M.E.B.A. Convention included (l-r) Nils Djusberg, Mark Collins, NEC Member Jason Callahan, Craig LaChance, Mark S. Gallagher, NEC Member Erin Bertram, John McElhone, National President Marshall Ainley, Tracy Burke, National Secretary-Treasurer Bill Van Loo, National Vice President Adam Vokac, Adam Smith, George Poor, Jeff Duncan and Rich Doherty.

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Zbyslaw Ziolk

M.E.B.A. Convention continued from page 5

At the Convention, a resolution was agreed upon making several overdue and much needed changes to the National M.E.B.A. Constitution in the nature of housekeeping. The substance of the Constitution was not altered but changes to make the document more uniform were made and archaic references (some that dated back to the 1930s) were clarified.

With only one District under the National umbrella, Delegates – through the resolution process – aligned the terms of National M.E.B.A. officers with the four-year terms of District officers. In addition, they put the staging of National M.E.B.A. Conventions on a four-year schedule to better synchronize it with the new four-year election schedule of the District. In addition, Delegates designated the third Tuesday in March of each Convention year as the day of the week for the event (rather than Monday) to take into account costs and travel considerations.

Another important amendment passed by Delegates ironed out an anomaly within the Constitution that enabled a person other than the District President to serve as the National President. This provision serves a purpose within a multiple District system but is not as functional in practice. It had also created a problematic layer of bureaucracy with only a single District within the National structure. Delegates at March's Convention stipulated that the election process for the National President will stand as written for a multiple District system, but will be simplified when a lone District exists within the National M.E.B.A. Therefore, District No. 1 members will be electing a District/National President during future District elections. The remaining four National Executive Committee members will be elected by Delegates at subsequent National Conventions including the position of Executive Vice President that was formerly a DEC-appointed position. Again, the system reverts to the old process if a second District joins the National M.E.B.A.

Finally, in true Convention form, a non-binding resolution was passed noting the conclusion of the District and National elections and calling on all M.E.B.A. members “to forego acrimony within our ranks and stand shoulder-to-shoulder to work for a common cause – making progress for our Union and seeking a prosperous future for the members of the M.E.B.A.”

Delegates at the Convention focused on the future in their discussion of Union business but gave a nod back to the vibrant history and traditions of the M.E.B.A. of the past. National President Marshall Ainley opened up the Convention while remarking that meetings and Conventions a hundred years ago were subject to long-forgotten rituals more characteristic to a secret society. He pointed out that in days long gone, members would be instructed in the “mysteries of the Order” and verify their worthiness for meetings by delivering the secret knock, a special salute and the “Grip of Unity.”



Delegates elected a new five-person National Executive Committee (NEC) at the National M.E.B.A. Convention. Marshall Ainley, at right, was re-elected as National M.E.B.A. President. Bill Van Loo (next to Marshall) continues in his role as National Secretary-Treasurer. Adam Vokac (center) began his second term as National Vice President. The Constitution provides for two National Executive Committee members to round out the five-member NEC. Jason Callahan and Erin Bertram joined the NEC as Members. The new NEC is shown here being sworn into office.

During the Convention, President Ainley recognized and thanked each of our eight affiliates who are all a part of the M.E.B.A. family. They are the Association of Los Angeles Deputy Sheriffs (ALADS), the California Association of Professional Employees (CAPE), the Seattle-based Ferry Agents, Supervisors and Project Administrators Association (FASPAA), the Los Angeles County Lifeguard Association (LACoLA), the Municipal Construction Inspectors Association (MCIA), the National Federation of Public & Private Employees (NFOPAPE), the Professional Aviation Safety Specialists (PASS) and our Panamanian affiliate U.I.M. which stands for Unión de Ingenieros Marinos.

Thanks to all 15 Delegates elected by the District membership to serve in the 112th National M.E.B.A. Convention: 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.

The next National M.E.B.A. Convention will take place on March 16, 2021 – a Tuesday.

Constitution Updated

Amendments enacted by elected Delegates at the 112th National M.E.B.A. Convention were incorporated into the M.E.B.A. Constitution. The Constitution, Shipping Rules and District By-Laws as well as application packets and other important documents can be accessed from the M.E.B.A. website (www.mebaunion.org) in the “Documents & Notices” section.

Once an “Ugly Duckling,” S.S. JOHN W. BROWN Celebrates Diamond Jubilee

Like a ghost from the past, the S.S. JOHN W. BROWN is ready to sail back into the fray. From its Baltimore berth at Pier 1 on Clinton Street, the great World War II Liberty ship that turns 75 this year is bridging the past to the next generation.

The BROWN, along with San Francisco’s JEREMIAH O’BRIEN, are the last two operational Liberty vessels. They serve as museum ships continuing to bring notice to the intrepid merchant mariners who served America in World War II and in every other conflict since before 1776.

The Liberty ships were mass produced between 1941 and 1944 for the war effort. They were the workhorses of World War II and were built in 13 states by 15 companies in 18 shipyards. Based on the design of a British tramp steamer and modified for rapid wartime production, Liberty ships were built using assembly line techniques. Though British in conception, the design was adapted by the U.S. for its simple, low-cost construction. They came to symbolize U.S. wartime industrial output since they were produced on an unprecedented scale. The average vessel took 42 days to build though the S.S. ROBERT PEARY was launched in less than 5 days after the keel was laid.

The first of 2,710 Liberty ships, the PATRICK HENRY, was launched in September 1941. Construction of the vessels was vital to the war effort and essential to replace the large number of merchant ships sunk to enemy action, mostly

submarines. American shipbuilders delivered the no-frills Liberty ships averaging around thirteen ships per week. The expected life span of the vessels was five years. Arguably the most important cargo ship of WWII, the Liberty ships carried more than two-thirds of the war materiel transported by sea to places where the goods were needed in the Pacific, Atlantic, the Arctic and Mediterranean. More efficient than aesthetic - President Franklin Roosevelt liked to refer to the ships as “ugly ducklings” – he also predicted the vessels ‘would bring liberty to Europe’ giving rise to their moniker of “Liberty ships.” Many of the earliest Liberty vessels were afflicted by a design flaw that led to hull and deck cracks and, in several cases, they split in half.

The BROWN was launched on Labor Day, 1942, sliding down the ways of the Bethlehem-Fairfield shipyard (Sparrows Point) on Maryland’s Patapsco River. Built for the U.S. Maritime Commission, the ship was named after John W. Brown, (1870-1941) who initially toiled at Bath Iron Works then became an effective union organizer. Brown also wrote a labor column (“Workers Should Know”) from 1936-40. He died in 1941 from an accidental shotgun discharge. Allegedly he was in the process of trying to eliminate an annoying bird that kept his family awake at night. The story goes, that as he grabbed his shotgun to silence the incessant whistle of the whippoorwill, he told his wife, “I’ll get that damn thing if it kills me.” The ship was named a year after Brown’s death.



The indomitable JOHN W. BROWN has been a symbol of the American “can-do” spirit for 75 years. ▶



◀ *The JOHN W. BROWN’s pin-up mascot is “Brownie the Riveter” which adorns the aft deck house. She’s seen here with Blackie Blockston who volunteered aboard the vessel for years until 2012 when he “sailed into the sunset.”*



M.E.B.A. Secretary-Treasurer Bill Van Loo (center) essentially “grew up” on the BROWN and continues his support of the great ship. Bill is seen here on one of the BROWN’s living history cruises along with M.E.B.A. retirees and BROWN volunteer mariners Fran Cadden (at left) and Joe Cadden.

The JOHN W. BROWN began her service for the War Shipping Administration, making thirteen voyages during WWII during which the ship and her crew carried critical wartime cargo and American troops to various ports. She served as a standard cargo ship and, after conversion, as a limited capacity troop transport ship mainly in the Mediterranean including the Battle of Anzio and Operation Dragoon in Southern France. She also made numerous shuttles between North Africa and Europe in U-boat infested waters moving equipment, troops and supplies. The BROWN could haul up to 9,000 tons of cargo guided by a civilian crew of about 45. Another 40 Navy personnel would man the three 3-inch 50 caliber guns, the 5-inch 38 caliber gun and the eight 20mm guns. The ship shot down at least one enemy aircraft during a mission in Southern France.

The 441-foot ship is powered by a reciprocating, 140-ton triple-expansion steam engine fed by two oil-fired boilers with a single, four-bladed propeller, 18 feet in diameter.

Following war service, the BROWN was used to haul government cargo for the European reconstruction effort. Then, in late 1946, she was loaned to the City of New York to serve as a floating vocational high school preparing students for maritime careers. During the ship’s 35-year tenure as a training vessel, a certain instructor and vice-principal of the vessel was William C. Van Loo, father of Bill Van Loo, current Secretary-Treasurer of the M.E.B.A. who is a third-generation M.E.B.A. member. “I spent hours on that ship as a kid,” Bill noted. “It was practically like my home.”

JOHN W. BROWN began a third career as a historic ship in August of 1988 after it was acquired by Project Liberty Ship, a nonprofit foundation. Following a three-year restoration in Baltimore, Maryland, the ship was returned to her 1944

M.E.B.A. retiree Larry Korwatch onboard the S.S. JEREMIAH O’BRIEN. The WWII Liberty vessel was on a Veterans Memorial Cruise in San Francisco Bay and a wreath-laying ceremony was conducted near the Golden Gate Bridge.

configuration. The Liberty ship underwent U.S. Coast Guard sea trials in 1991 then began sailing to numerous East Coast and Great Lakes ports conducting “Living History” cruises. These terrific one-day voyages feature ship tours, food and 1940s–era music, throwback entertainment, and vintage WWII aircraft buzzing the BROWN while giving the ship’s volunteer crew the opportunity to fire off (blank) volleys from its anti-aircraft guns. Currently berthed on Clinton Street (Pier One) in Baltimore, the ship is open to visitors who can check out her museum spaces, crew quarters, bridge, chart and radio rooms, mess hall and troop berthing areas.

Built as wartime expedient, the JOHN W. BROWN, maintained by a group of talented and dedicated volunteers, continues to sail today. The grand old dame is a continued reminder of the rich heritage of America’s resourceful maritime history.

Bill Van Loo pointed out that, “The BROWN and all who worked onboard her in peace and war – as well as the volunteer crew that continues today – exemplify the highest echelon and spirit of the U.S. Merchant Marine....and we have an obligation to keep the legacy alive.”

For more information on the JOHN W. BROWN or the JEREMIAH O’BRIEN visit www.ssjohnwbrown.org and www.ssjeremiahobrien.org



Political Action Fund Honor Roll



POLITICAL ACTION FUND

Below is a list of active and retired members who understand the importance of the M.E.B.A.'s Political Action Fund and supported it during Calendar Year 2016. Those who contribute to the PAF this year (during Calendar Year 2017) will be listed in the *Marine Officer* a year from now. The list is broken down into four categories - and members, retirees and applicants are listed alphabetically within each grouping. 239 others contributed between \$2 and \$99 in calendar year 2016, contributions which are also very much appreciated.

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



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McElhone, John
Mullett, Donald
Myers, Hugh
Panko, Dasril
Rodriguez, Marco
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Sistrunk, Phillip
Sloan, Lyle
Strissel, Phillip
Swift, Christopher
Thomas, William
Van Loo, Bill

Keegan, Thomas
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Zysk, Thomas

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Jackson, Gregory

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Sterling, Christopher
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Taylor, David
Tebbe, Steven
Testa, Richard
Thomas, Daryl
Trifonoff, Robert
Tsarides, Peter
Tuziak, Paula
Twitz, Marshall
Underhill, Jason
Unnold, Barry
Vokac, Adam
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Watson, Steven
Welsh, Maurice
White, Eric
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Wlazlo, Erik
Yuhass, Christian
Zilla, Herbert



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Ballenger, Duncan
Boughal, Hans
Conroy, Brian
Ebers, Frederick
Engberg, Mark
Fitzgerald, David
Gallagher, Mark S.
Galvin, Paul
Garza, Anthony
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Goldrich, Benjamin
Greenig, George
Jany, Timothy
Jones, Benjamin
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Bolduc, Bruce
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Borowicz, Ryan
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Brady, Michael
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Andrade, Jeffrey
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Armcast, Lyle
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Barone, Daniel
Barrows, Steven
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Begley, Grant
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Benz, Thomas
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Bingener, Eric
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Blasius, Douglas
Bovard, David
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Wilson, Delbert
Wilson, Matthew
Wolff, Joseph
Womble, Robert
Wons, Kevin
Woodward, Craig
Woolford, Michael
Wormwood, Andrew
Wray, Kevin
Wyatt, Peggy
Zalewski, Matthew
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DOD Highlights Expertise of M.E.B.A. EPF Engineers

A Department of Defense article recently spotlighted the engine team aboard the Military Sealift Command high speed ferry USNS TRENTON. M.E.B.A. proudly represents the engineers in the MSC's Civilian Mariner fleet, the backbone of at-sea Navy missions around the globe. Thanks to DOD & article author Matthew Montgomery (MSC-Europe), we are privileged to present the bulk of the article in this Marine Officer.

The USNS TRENTON is a unique ship -- one of only eight expeditionary fast transport vessels in the Military Sealift Command's inventory. Compared to other ships, expeditionary fast transport vessels are smaller and more agile. This allows them to carry 600 tons for 1,200 nautical miles at an average speed of 35 knots. The unique mission of these vessels and their smaller size means their engineering teams deal with a wide range of issues.

Busy Engineers

"Every day is something different -- there's no monotony," said Michael Keefe, the TRENTON's Chief Engineer [*and M.E.B.A. member*]. "You don't get bored because there's always a new mission or something different that needs to be repaired or fixed."

When it comes to troubleshooting and fixing problems, Keefe said the team on an expeditionary fast transport vessel has to be versatile and willing to learn. A limited team of nine means there's no specialization among the engineers.

"My team is one of the best I've ever worked with -- they're a group of self-starters and don't have to be micromanaged," Keefe said. "They're not afraid to work on different things



M.E.B.A. Applicant Sergey Amosov, 2nd A/E onboard the USNS TRENTON, helps keep things running smoothly in the engine room.



The USNS TRENTON gets underway from Virginia Beach, VA bound for its first forward deployment supporting military operations in the U.S. Navy 6th Fleet. (Navy photo by Bill Mesta)

and learn new skills. On a ship like this you have to have more initiative because we don't specialize. If you see something that is wrong -- you need to start figuring out how to fix it." TRENTON rides rougher in the water, which means the team has to plan maintenance accordingly. "Some jobs that might only take one person on a bigger ship, takes two on TRENTON for safety reasons," Keefe said.

Over the past 16 years with Military Sealift Command, Keefe has worked on seven different platforms and said communication within the class is vital for mitigating issues. This sharing of information allows engineers to make informed decisions and take preventative measures.

Sharing Information

"Nothing major has come up that wasn't expected," Keefe said. "The engineers across the expeditionary fast transport program share information and talk really well. For this reason, we usually know what issues might arise and what preventive measures we can take."

Assisting in supervising the team is Keefe's first engineer, Morris Williams, who has more than 13 years with the organization. His job involves training, reviewing data and ensuring daily operations run smoothly.

"A typical day involves checking the daily operations, reviewing logs and ensuring the machines are running the way they're supposed to be," Williams said. "We know the temperatures and levels all of our equipment should be running around. I'm able to review the data electronically and identify anomalies or levels that are out of the normal

constraints. If we find something, then we look at why the data is off and determine if a fix is necessary.”

For a majority of the issues that arise, the team is capable of fixing the problems. Occasionally the work is extensive, or beyond the scope of what the team is able to do aboard the ship. When this happens, the work is contracted out during a port visit or dry dock period. That doesn't mean the engineering team gets a break, though.

‘We’re Right There Watching’

“If we can't fix it, we communicate with shore-side to get the parts or expertise necessary to make sure the ship keeps moving,” Keefe said. “Even when something is contracted out, we're right there watching to make sure the work is being done correctly.”

For the vessel's maintenance program, a yearly dry dock period is required so the ship can receive a complete overhaul. TRENTON recently finished up this process in Marseilles, France, and is now back operating in the Mediterranean Sea.

Williams grew up in Danville, Virginia, and has been with Military Sealift Command more than 13 years. The father of five girls -- ages 18, 17, 16, 12 and 10 -- he worked his way up from an entry-level position with the organization.

“I came in as steward utility and worked for the supply department,” Williams said. “During my free time, I would go down to the engine room for on-the-job training. This gave me the opportunity to get familiar with engineering systems and how they operate. It only took me about six months before I was able to transition into the engine room

in an entry-level position. After schooling with MSC, I became a refrigeration engineer.”

Williams is thankful Military Sealift Command realized his potential and invested in his training and career development. He brings a wealth of knowledge to TRENTON's engineering team, having served on many different platforms over the years.

‘I’ve Grown to Really Enjoy It’

“I've worked on many different platforms -- from hospital ships to the USS MOUNT WHITNEY. I think the only big platform I haven't spent time on is an oiler,” Williams said. “The crew is smaller than the bigger ships, but I've grown to really enjoy it. This is my first time sailing as a first engineer, so it's a good way to ease into management. Supervising the smaller crew on a unique platform is not too challenging but interesting.”

Williams said he enjoys the security he has working for Military Sealift Command, and takes pride in how closely connected he is to the Navy.

Sergey Amosov, the TRENTON's second engineer, was born in Russia and grew up in Turkmenistan, where he studied mechanical engineering. He graduated at age 25 and came to the U.S. where he found a job with a construction company. After a couple of years in New York, Amosov decided to head to Louisiana and work off-shore on a supply boat.

Amosov tried to join the Navy after more than 20 years sailing with the private sector, but was past the age requirements for service. He decided Military Sealift Command was his next best option to fulfill his desire to serve the country he'd grown to love.

‘I Feel Like I’m Contributing to the Warfighter’

“TRENTON is a learning process because it's the newest ship in the class and only a couple years old,” Amosov said. “There are problems that arise that I've never been dealt with before and I have to work with the team to figure out solutions. You don't see that very often on your older ships -- most of the time when you hear a noise, you already know what the problem is and how to fix it. That's not the case with TRENTON, which makes the job both exciting and frustrating at the same time.”

Amosov is the new father of a little girl, and he says his family is what keeps him motivated and working hard at sea. “I know I have to provide for her and ensure she has a good future — I know I can do that with MSC,” he said.

Joseph Blair, the TRENTON's third engineer, grew up in Kingsley, Michigan, and attended the Great Lakes Maritime



M.E.B.A. member Morris Williams, USNS TRENTON 1st A/E, inspects engine components during a routine maintenance check in Marseilles, France.

continued

M.E.B.A. Engineers continued

Academy. He's been with Military Sealift Command for more than two years and on TRENTON for over a year.

Blair's journey reads like a novel, full of perfectly placed coincidences that defined his career path and future. He considers himself very fortunate considering he had no idea what he wanted to do after high school.

Blair's story starts with his dad searching for a truck. After months of scouring the ads and looking online, his dad found one that was perfect. He showed up to purchase the truck and the owner was John Burke, head of admissions at Great Lakes Maritime Academy. Burke told Blair's dad his son needed to come see the program. Blair set up an interview with Burke to visit the campus.

Discovering a Career

"When we got to the part where he showed me the STATE OF MICHIGAN, which is the training ship, he took me on a quick tour and then stopped in the engine room. He said he was going to leave me there and give me a chance to just check it out," Blair recalled. "As soon as I walked into the engine room, I knew I had found the career I was going to spend the rest of my life doing. There were dials, buttons, screens, and I didn't know what any of it meant, but I knew I wanted to know how all of it worked. It was the first time in my life I had that 'ah-ha' moment."

Blair went home and started working on his admission paperwork. When he first started at the academy, Military Sealift Command gave a presentation during a job fair



M.E.B.A. Applicant Joseph Blair, USNS TRENTON 3rd A/E, replaces cables during an annual dry dock overhaul period in Marseilles, France.

for the new students. They also conducted interviews with students getting ready to graduate. Just like with the engine room, Blair was immediately attracted to the command without even having much exposure to the maritime field.

"I didn't sail as a cadet with MSC, but I knew they would probably be a good fit for me," Blair said. "I didn't choose MSC immediately after graduation because I wanted to work with the unions first."

Blair's first ship was a fleet replenishment oiler, the USNS JOHN LENTHALL. While there, he learned about the Joint High Speed Vessel program from one of his friends and did a ship-to-ship transfer.

"The best part about the JHSV program is MSC spends over a month training you on this particular class of vessel," Blair said. "It really helps, because it is so unique from the other ships in our inventory. I was very impressed with the training process and felt it helped tremendously."

"The crew here is great and there is a ton of good quality work," he added. "There is always something to do, and for someone like me who likes to stay busy, it's a great fit. Since we don't specialize, I get the opportunity to work on just about everything."

Justin Langan, the TRENTON's third engineer, is from upstate New York and attended the State University of New York Maritime College.

'I Like the TRENTON'

"I like the TRENTON and working for MSC, in general," Langan said. "I think going to the maritime academy, and then coming out to a program like the expeditionary fast transport, puts me well ahead of my peers."

"I would tell anyone currently undecided about what they want to do that they need to expand what they see and look for other opportunities," Langan said. "If I would have stayed at home, I'd probably be working on a farm right now. Instead I'm out seeing the world and doing something I really enjoy."

In his short time as a mariner, Langan has already visited France, Spain, Greece, Italy, Iceland, Ireland and other places.

Tracy Burke is M.E.B.A.'s Government Fleet Representative and works out of the Norfolk Union hall. You can contact him with questions or regarding opportunities in the Government Fleet - MSC, Army Corps or NOAA. Email him at tburke@mebaunion.org or call him at (757) 440-1820. In addition, a Government Fleet Application packet is available on the M.E.B.A. website (www.mebaunion.org) in the "Docs & Notices" section.



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United Seamen's Service (USS) needs your support to make Capital improvements on its facilities and to maintain our programs that serve the various needs of American and international seafarers.

Whether you are an "Old Timer" or just started sailing, more than likely you have visited or will visit a USS Center during your sailing career. Many of us have fond memories of particular Centers and their friendly staff who for almost 75 years, have helped make your stay in port pleasant and enjoyable. Whether a casual conversation with someone new, bantering with seafaring friends and shipmates or simply getting information on local shops and /or points of interest, seafarers have benefited from USS services since 1942. Our industry has changed tremendously over these past years. Our time in port is limited, and our time ashore is shorter, if it exists at all. This has greatly impacted mariners' personal well-being and the long-standing Centers' ability to serve the needs of seafarers and military personnel.

USS was born as a result of President Roosevelt's concern for seafarers' needs during World War II, recognized by Congress with the Seamen's Service Act, and acknowledged by our government for the critical role we play at times of peace and war. In an effort to keep these Centers available we are appealing to you to help sustain these important centers: USS Bremerhaven, USS Casablanca, USS Diego Garcia, USS Okinawa, USS Busan & USS Yokohama.

Thus, I am asking you to visit the USS' website: www.unitedseamensservice.org and the USS Crowd Funding site: www.youcaring.com/USSRising and support our request for a financial contribution to "USS Rising", a \$500,000, Capital Funding Campaign. Any amount you can give would be appreciated – we are seeking thousands of small donations. All donations are tax deductible as approved by law under section 501 (c) (3) of the Internal Revenue Code and all donated funds will go directly to supporting our mariners.

Sincerely,

Roger T. Korner

Executive Director





James Caponiti
President, American Maritime Congress



AMC Perspective

It's now been just over six months since the new Administration and Congress have taken over the reins in Washington, and a fair question that many of you may be asking is, "what impact has the new political regime had on policy issues affecting the U.S. Merchant Marine?" The answer is – like many things here in D.C. – "it depends". On one hand, the Administration has been extremely vocal in supporting the notion of "Buy American, Hire American". On the other hand, the President's FY 2018 budget proposal released on May 23rd requested only \$210M for the Maritime Security Program –\$90M less than both the authorized amount for FY 2018 and the MSP amount appropriated for FY 2017.

Likewise, Secretary of Agriculture Sonny Perdue has consistently remarked on the value of the Food for Peace program – a cornerstone of the cargo preference framework so important to sustain a viable U.S.-flag fleet. Yet, the Administration's budget proposal zeroed out Food for Peace funding. Moreover, after reversing course on the Export-Import Bank, the Administration explicitly supported the agency. Unfortunately, it waited until late June to finally submit nominations to appoint two officials necessary to resume full operation and to alleviate a \$25M backlog in projects awaiting review for approval. Finally, larger Administration policy initiatives such as tax reform and a sweeping infrastructure plan were initially praised by the industry as potentially fertile ground to support the Merchant Marine. The rub so far has been an absence of details or little in the way of concrete plans that would positively impact the fleet. Deciphering these myriad inconsistencies between messaging and policy action has been a distraction, and associated ambiguity and doubt has had an unsettling effect throughout the U.S. Merchant Marine. At the same time, no legislative or regulatory initiatives with a negative impact on the industry have yet manifested themselves, and we're optimistic that the value of the U.S.-flag bluewater fleet to the Nation's economic and national security still resonates with policy makers. Furthermore, principals within the Maritime Administration and the U.S. Transportation Command remain stalwart in their support, and AMC continues to stand shoulder-to-shoulder with industry allies in its education and advocacy efforts as the legislative and budget processes continue to trudge forward.

To ensure that maintenance of a well-trained citizen mariner pool continues intact while shipping companies retain and even grow the U.S. flag fleet in support of sustaining the Nation's military readiness, it remains vitally important for industry stakeholders to continue educating and informing legislators and policy facilitators in Washington. In addition to AMC's dedicated efforts in this endeavor, a critical component of that outreach effort lies with you, the active and affiliated members of the M.E.B.A. How can you help? First and foremost, educate and inform yourself and those around you on all matters relevant to the U.S. Merchant Marine as a whole. Whether you serve on an internationally trading commercial ship or a Jones Act vessel, on a ship devoted to government-impelled cargo exports or a petroleum tanker, or on a government-owned surge sealift ship as a Reduced Operating Status (ROS) maintenance crew member, chances are you may be somewhat unfamiliar with policies and issues that impact the viability of the U.S.-flag shipping industry.

As we look forward to a potentially dangerous and uncertain future, it would behoove all of us to better understand how peacetime programs and policies contribute to maintaining a robust sealift capability available to respond in times of war and national emergency. By now, most of us are familiar with the Maritime Security Program, the Jones Act, and cargo preference mandates as they collectively promote our Nation's ability to maintain a U.S.-flag maritime industry. However, recent experience with shrinking U.S.-flag vessel capacity and a decreasing pool of mariners would indicate that we need new mechanisms to grow the fleet. One solution could involve pursuit of new cargo opportunities by leveraging bilateral trade agreements, a concept that appears to be under consideration by the new Administration. Whichever path we take to bolster the industry, your cooperation is welcome. "Grassroots" advocacy – in this case, coming from the mouths of mariners – can have an outsized effect with the public and with policy makers. We at AMC will continue to do our part to educate here in the Nation's capital; we're depending on you to do your part as well.



Shipping Shorts

M.E.B.A. Update Form Updated

M.E.B.A. has bulked up our Update Form with more fields that will supplement our database and better our understanding of member dynamics. In addition to the normal contact info, we are collecting data about licenses and certifications to help us isolate those with necessary credentials for future job opportunities and for Government Fleet activations. Members, applicants and retirees should update their information from time to time when they earn new certifications and/or when their contact information changes. The Union is getting closer toward ushering in an all-in-one membership database that will also include dispatching software to better facilitate service to the membership at the Union halls. Update forms are available in the Union halls and on our website. Completed forms can be given to a Union hall official or sent to Headquarters c/o Membership Department - 444 North Capitol Street

N.W., Suite 800 Washington D.C. 20001 – Fax: (202) 638-5369 – E-mail membership@mebaunion.org. On the website, www.mebaunion.org, under the “Members” tab select “Update Your Contact Information.”

MMC/STCW Expiration Date(s) Needed

The Calhoun M.E.B.A. Engineering School (CMES) requests that every member and applicant submit the expiration date for their Merchant Mariner Credential to them. This info will allow them to better determine how many BST Refresher and/or BST Revalidation courses should be added to the schedule by understanding how many members need to renew their credentials in a given year. If your STCW Endorsement expiration date differs from your MMC expiration please include that information as well. You can send an email with your info to info@mebaschool.org. Make sure you properly identify yourself

(last 4 numbers of SSN will help). A webform on the CMES website (www.mebaschool.org) makes it easy for members and applicants to submit this information. You can also transmit the relevant information using the M.E.B.A. Database Update Form found under the “Members” tab on the M.E.B.A. homepage (www.mebaunion.org).

Maersk Ship Swap-Out

Maersk Line, Ltd. swapped out a pair of vessels in its M.E.B.A.-crewed fleet with two newer ships. The move does not affect M.E.B.A. jobs or wages. The MAERSK SENTOSA sailed out of a Chinese shipyard in mid-May under the Stars and Stripes replacing the MAERSK WISCONSIN. The MAERSK CALIFORNIA was also deployed into the company’s international fleet and the MAERSK SELETAR took the CALIFORNIA’s slot in the Maritime Security Program. These moves lower the MSP vessel age

continued



The OCEAN GIANT completed its resupply mission at the South Pole’s McMurdo Station earlier this year. M.E.B.A. Chief Engineer Tom Eastwood headed up the engine room on the Antarctic adventure joined by 1st A/E Patrick Fales and 2nd A/E William Sprouse. M.E.B.A. retiree Dave Seltzer served as the onboard Cargo Crane Mechanic.



At the California Maritime Academy Career Fair, the M.E.B.A. booth received a lot of interest from CMA cadets. From left to right are Leah Todd, Oakland Patrolman Max Alper, Kurt Landwehr, and Josh Keller who all represented M.E.B.A.



M.E.B.A. was part of a February meeting on the West Coast of the six-union Maritime Labor Alliance. MLA is a cooperation between the ARA, IBU, ILA, ILWU, M.E.B.A. and the MM&P that fights for member jurisdictions, working conditions and labor rights. Participating for the Union were M.E.B.A. President Marshall Ainley, Executive V.P. Adam Vokac and Secretary-Treasurer Bill Van Loo.



on two of the company's chits. Both newer ships were built in 2007 and each are powered by an 11RT-Flex96CB two stroke slow-speed diesel engine rated over 84,000 horsepower enabling a top speed of 25 knots.

Successful Organizing Effort with TAL

M.E.B.A. successfully organized the deck and engine officers sailing with Greenwich, Connecticut-based TransAtlantic Lines LLC (TAL). A stipulation was signed with the NLRB for all officers except the Captains and Chief Engineers. M.E.B.A will continue to fight to include the Chief Engineers but is moving forward with negotiating a first contract with TAL. M.E.B.A won the NLRB certification election on February 22nd marking the first time in recent memory that an American shipping company has been successfully organized with an NLRB certification vote.

The company currently runs two ships which trade worldwide. While organizing any company in this day and age of anti-union bias is extremely difficult, the Union worked hard on this effort to secure additional deck and engine jobs for our members and applicants.

Expiration of Special Early Returns

The use of the Special Early Return Form expired at the end of March. A Special Early Return occurs when permission is granted for an officer to return to Covered Employment while on vacation. The officer chooses whether or not to make up the Early Return days before their next vacation period. The "Special Early Return" was put to use when the officer is given the choice to not make up the Early Return days, effectively forfeiting the covered employment earned for the specific Early Return vacation days in question,

which would include forfeiting credit earned for the Pension, Medical and Training Plans, etc.

The system was implemented by the Vacation Plan Trustees in 2003 for use in the case of personnel shortages caused by national emergencies and has been reviewed and reapproved by the Board of Trustees on an annual basis since then. However, as determined by the M.E.B.A. District Executive Committee (DEC), circumstances no longer warrant approval for a Special Early



Texas A&M Maritime Academy alumnus Erin Bertram, who is also the Union's Gulf Coast V.P. represented the Union (along with member Stephanie Blummer) at a recent Career Fair. They met with numerous budding young mariners interested in the career opportunities enabled by the M.E.B.A.



Members sailing in the Chevron fleet recently ratified a new contract that secured pay and training increases as well as a wage reopener in 2020 for the six-year deal that runs until 2023. The bargaining team included (l-r) Executive V.P. Adam Vokac, fleet member Jeff Jones, L.A. Patrolman John McElhone and M.E.B.A. retiree Duncan Ballenger (not pictured).



◀ The 685-foot integrated tug/barge MOKU PAHU moved onto another phase of her long and storied service concluding over a quarter century as a sugar ship after Hawaiian Commercial & Sugar Company shut down operations. The ship was sold to Schuyler Line Navigation Company which continues to utilize American Ship Management (Patriot) as the vessel manager. The PAHU is seen here, with M.E.B.A. engineers aboard, leaving Portland, OR loaded up with 30,000 tons of wheat bound for Yemen as part of the United Nations' World Food Programme.

Over 100 industry representatives had more than 120 visits with Members of Congress from both sides of the aisle during the annual Maritime Congressional "Sail-In." Though the work in DC goes on all year long, this is a mass, consolidated effort to solidify support with lawmakers and remind Congress about the importance of our industry to the economy and national security. Following a meeting with Senator Brian Schatz (D-HI), a group of Sail-In participants capture the moment outside the Senator's D.C. office in the Hart Building. Left to right are Navy League Government Operations Director Sara Fuentes, Liberty Executive V.P. Bob Wellner, Sen. Schatz, M.E.B.A. Secretary-Treasurer Bill Van Loo and legislative & political strategist Terry Turner. ▶



Return. Therefore, all Early Return days will have to be made up before your next vacation period begins.

LWOP Disrupts Govt. Fleet DCO Schedule

Members shipping in the Government Fleet are reminded that if they are signed up for automatic Dues Check-Off (DCO), their dues will not be paid for any period they are taking Leave without Pay (LWOP). Those mariners should ensure they remain as members in good standing by paying dues either at the Union hall or online to account for any dues payment gaps caused by LWOP.

Questions about dues status can be forwarded to the Accounts Receivable Department at Headquarters (202-638-5355) to either Darlene Knott (dknott@mebaunion.org) or Keera Batiste (kbatiste@mebaunion.org). You can also use the M.E.B.A. Payment Portal to make online monetary transactions. Check out the site accessed from M.E.B.A.'s webpage at www.mebaunion.org.

You Could Win \$5,000 in 50/50 Raffle

\$2 tickets are now available at each of the M.E.B.A. Union halls for a 50/50 Raffle that will assist the

Good & Welfare fund. The winner will receive 50% of the proceeds (as much as \$5,000!!) with the other half going to the Fund. The raffle is open to anyone who wants to purchase a ticket. The drawing will be held on October 12th and will take place at the Calhoun M.E.B.A. Engineering School during a Silent Auction & Fundraiser. Ticketholders do not need to be present at the drawing to win. Every ticket that you buy puts another dollar into the Good & Welfare Fund which assists active and retired members and their families in times of crisis.

To help support the Auction & Fundraiser, the G&W Committee

continued



While Transportation Secretary Elaine Chao was in the Lone Star State for the LIBERTY PASSION naming ceremony, she took the time to visit the MarAd Ready Reserve Force vessel CAPE TRINITY which is berthed in Houston along with the CAPE TAYLOR and CAPE TEXAS. The CAPE T's are managed by Patriot Contract Services and are crewed with expert M.E.B.A. engineers. The Secretary and other DOT officials are seen here with some of the CAPE T crews.

Although the American Maritime Congress (AMC) is saddened that Diane Luensmann (center) has departed after two great years, they are elated that they were able to bring Commander Fair Kim, USCG (Ret.) onboard as their new Maritime Policy Director (at right). Commander Kim joined AMC with more than 20 years of military and legislative experience in the Federal sector. AMC President Jim Caponiti is at left. Diane joined the Port of Canaveral as their Senior Director, Government & Strategic Communications.



is asking for donations of gifts and prizes such as nautical items, sporting memorabilia, art, etc. You can contact Secretary-Treasurer Bill Van Loo at Headquarters or any Branch Agent to forward monetary or item donations. *Remember, your contributions to the fund are tax deductible.*

Include Docs when Filing for Vacation Pay

Members are reminded to be thorough when submitting an application



The 32 transportation unions that are part of the Transportation Trades Department, AFL-CIO (TTD) met in San Antonio to strategize on a series of important initiatives. Our Secretary-Treasurer Bill Van Loo is seen here with Sara Nelson who is the International President of the Association of Flight Attendants-CWA. The airlines are dealing with an attempted incursion of a “flag-of-convenience” system similar to the FOC model that has been a plague upon ocean shipping.

for Vacation Pay at the halls and/or with the Plans Office and include all required documents, including Coast Guard Discharges and pay vouchers. Pay vouchers are used to track Social Security Tax maximums, to track wages as Medicare Tax increases and to check for any overlap days that can be identified. As detailed on the application itself, the following documents must be submitted along with your application:

- A copy of the stub portion of your last vacation benefit check.
- Coast Guard discharges and pay vouchers covering all employment since your last vacation.
- Pay vouchers must cover the entire period of employment and show all wages and tax deductions.
- Pay vouchers covering any periods of unearned wages since your last vacation.

Failure to submit proof of all accumulated work performed to the date of application

could result in the permanent loss of vacation benefits earned on the employment not submitted.

You may also need to submit:

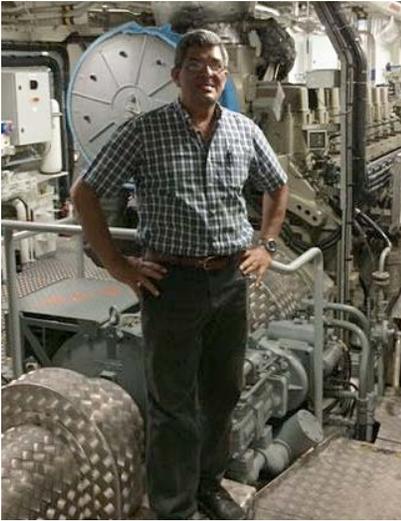
- A Carry-Over Vacation Form from your last vacation – if applicable.
- An original copy of the Converted Overtime Worksheet, if applicable, regardless of whether or not you are applying for converted overtime vacation.
- A letter from an authorized Union official granting permission for early return or excess sailing, if applicable.

If prior written permission is not obtained and an Officer returns to work early, they will be subject to a penalty which is loss of vacation benefits for the next six months of employment (180 days).

You can contact the Vacation Plan staff in Baltimore prior to sending an application. They can be reached at 800-811-6322 or 410-547-9111.

M.E.B.A. Gulf Coast V.P. Erin Bertram recently took part in the Women’s International Shipping & Trading Association (WISTA) Tea and Maritime Panel at Texas A&M Maritime Academy. Seen here at the mic, she addressed questions, current issues and offered words of wisdom to the next generation of professional mariners.





U.I.M. President Daniel Brown in the engine room of one of the Panama Canal tugs where our hardworking affiliated members go to work.

Visit to Panamanian Affiliate

Headquarters officials took a special trip to Panama recently to visit M.E.B.A. affiliate Union de Ingenieros Marinos (U.I.M.) and talk to members there about longstanding Canal safety concerns. The U.I.M. represents tugboat engineers working on the Panama Canal. Among other things, M.E.B.A. President Marshall Ainley and Secretary-Treasurer Bill Van Loo toured the Canal, visited with U.I.M. members, and had meetings with the Canal Authority, Canal Commission and the maritime academy in Panama City. This was the first trip down



During M.E.B.A.'s visit with U.I.M. in Panama, the group is seen by the Puente de las Américas (Bridge of the Americas) spanning the Panama Canal. Left to right are U.I.M.'s Vladimir Small, M.E.B.A. Secretary-Treasurer Bill Van Loo, U.I.M. President Daniel Brown, U.I.M. Counsel Rolando Arrue, Maritime Academy Administrator Aladar Rodriguez Diaz, M.E.B.A. President Marshall Ainley, Academy Enrollment Director Javier Diaz and M.E.B.A.'s ITF Inspector Tony Sasso.

to Panama for M.E.B.A. HQ since 2003 and they were also joined by M.E.B.A.'s ITF Inspector Tony Sasso who has been working with the U.I.M. on several issues.

“We were down there to show support and solidarity for our affiliate,” Secretary-Treasurer Bill Van Loo noted. The Canal recently completed an expansion with new locks that raised fresh safety concerns for workers. The International Transport Workers’ Federation (ITF) has helped pursue U.I.M. and M.E.B.A. concerns and has taken a leading role in broadcasting such issues to Panama

and the international community in hopes of a more adequate safety regime. Canal unions, including the U.I.M., were quick to point out that the Canal Authority’s lack of concern for overall worker protection and an unyielding and clear dedication to “the bottom line” has multiplied the chance for accidents within the work environment. ITF also recently aired its unease over the growing threat of privatization of Canal workers.

During the trip, M.E.B.A. accompanied U.I.M. officials on a recruiting mission at the Universidad Marítima Internacional

continued



The domain of the M.E.B.A.-affiliated UIM members. On a daily basis, UIM members perform engine room miracles on the tugs that help guide vessels through the Panama Canal.



M.E.B.A. and UIM officials made headway with the Panama Canal Authority at a productive meeting. Left to right are UIM's Vladimir Small, M.E.B.A. President Marshall Ainley, Canal Authority Deputy Administrator, Canal Authority Operations V.P. Esteban Saenz, M.E.B.A./ITF's Tony Sasso, M.E.B.A. Secretary-Treasurer Bill Van Loo and UIM President Daniel Brown.

de Panamá seeking the next generation of tugboat engineers. They also had productive visits with the Canal Authority and the Canal Commission where the parties discussed ways labor and management could work together to better assist one another. At both meetings they sifted over outstanding grievances.

“It was a first class visit,” Van Loo said. “Our brothers from the U.I.M. were terrific hosts. But there seems to be, from a union perspective, a level of frustration that comes from taking a long time to settle these kinds of issues.”



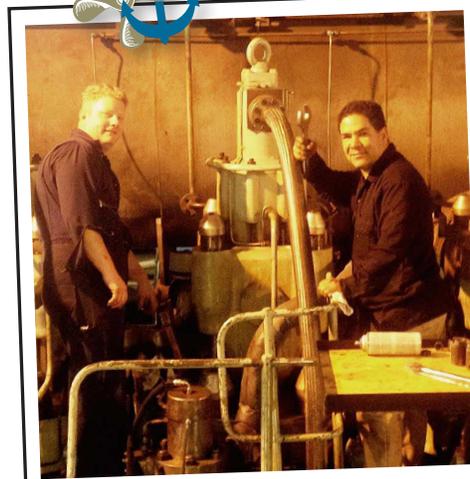
A six-person rank and file Financial Review Committee spent three days at M.E.B.A. HQ in April sifting through Union expenditures for calendar year 2016. The FRC was created as a Democratic safeguard to examine finances from the previous year. On the HQ rooftop is the 2017 FRC consisting of (l-r) Ed Figelski, Scott Adler, Tom Stenquist, Tom Eastwood, Joe Salas and Ray Collector.

At a recent USA Maritime/Navy League event, author William Geroux discussed his new book “The Mathews Men: Seven Brothers & the War against Hitler’s U-Boats.” A great read, it trumpets the heroic role of mariners in World War II as told through the true story of an extended family of seafarers from Mathews County, VA who joined the war effort. In the back row left to right are Sheila Sova (daughter of a WWII merchant mariner & Army veteran), author William Geroux, and Laura Johnson Riddle (daughter of a WWII merchant mariner). In the front (l-r) are AMMV member Bob Weagant; AMMV member Eugene F. Barner; Charles A. Mills (senior member of the AMMV WWII Government Affairs Committee) and AMMV V.P. (and past-President) Morris Harvey.



At the Maritime Day observance in Southern California staged at the American Merchant Marine Veterans Memorial, L.A. Patrolman John McElhone is seen with his 15 year old son John, a U.S. Naval Sea Cadet, in front of the M.E.B.A. wreath.

 **Faces around the Fleet**

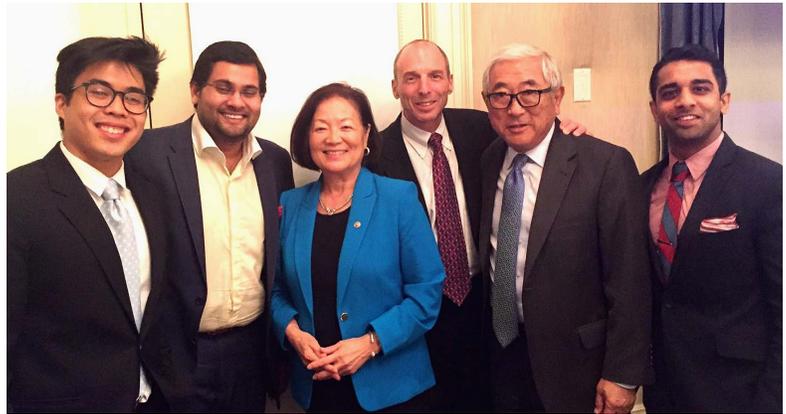


Engineers use their time during a port stop in L.A. to work on a cylinder head onboard the Matson MAUNALEI. Left to right are Permanent 1st A/E Tim Hudspeth and 2nd A/E John Fernandez.



The Union recently took part in the annual ALADS Awards Dinner to honor Officers of the Los Angeles County Sheriff's Department. M.E.B.A. is proud to have ALADS as a long time affiliate. Attending the dinner on behalf of the M.E.B.A. were (l-r) L.A. Branch Agent Rich Doherty, Rich's wife Deb Babcock-Doherty, member Jamie McPoland, member John Fountas and L.A. Dispatcher Yvette Reed.

At a recent Salute to Congress event honoring Sen. Mazie Hirono, the American Maritime Congress and AMC guests to the event met with the honoree for a photo. Members of the Asian Pacific American Institute for Congressional Studies (APAICS) and aides for the Congressional Asian Pacific American Caucus were AMC guests at the event which honors a legislator who demonstrates commitment to U.S.-flag shipping. Left to right are APAICS Associate Anthony Reyes, Tej Reddy (from Sen. Jeff Merkley's Office), Senator Mazie Hirono, AMC President Jim Caponiti, APAICS President Floyd Mori and Adi Sathi (from Sen. Orrin Hatch's office).



M.E.B.A. recently wrapped up re-opener talks covering the Pasha Horizon Lines vessels and Port Engineer positions. Negotiators improved wages, benefits and terms & conditions of employment. Left to right are Ira Douglas (Sunrise Operations), M.E.B.A. Executive V.P. Adam Vokac, Daniel Tischler (M.E.B.A. rank and file), Kurt Landwehr (M.E.B.A. rank and file), M.E.B.A. L.A. Branch Agent Rich Doherty, Peter Spencer (MM&P rank and file) and Ed Washburn (Pasha).

M.E.B.A. hosted a meeting of the six-union Maritime Labor Alliance in late June. Topic discussion touched on contracts, organizing, the Panama Canal and legislative issues among other items.



continued



Capt. Denny Donovan sent in this placid scene of the Boston Marine Transport towing vessel QUENAMES with the B-25, a double-hulled barge. They were performing offloading operations in Oyster Bay, NY.

**Shipping
Shorts**
continued

M.E.B.A. deck and engine officers recently crewed up the new M/V LIBERTY PASSION, a newbuild Pure Car/Truck Carrier. Left to right are 1st A/E Rollin Moore, 2nd A/E Lamina Conteh, 3rd A/E Ryan Brassil and C/E Matt Fisher. ▶



◀ *M.E.B.A.'s negotiating team on the West Coast recently closed on a re-opener deal covering the Matson Horizon Lines vessels and Port Engineer positions. The bargaining team gathered at the Matson flag in the Oakland hall including (l-r) MM&P Rep. Jeremy Hope, Seattle Patrolman Kevin Cross, M.E.B.A. retiree Duncan Ballenger, C/E Chuck Eaton, Seattle Branch Agent Jeff Duncan, member Daniel Tischler and Executive V.P. Adam Vokac.*



M.E.B.A.'s Assistant Government Fleet Rep. Joe Muchulsky at the Maritime Day observance in Norfolk, VA with MSC Commander Rear Admiral Dee Mewbourne and his wife Kari.

**Faces around
the Fleet**



M.E.B.A. Engineers aboard the OVERSEAS SANTORINI, an OSG-managed tanker that is part of the Maritime Security Program. On the return trip from Ashkelon Israel, the engine crew worked on remodeling the shop, and finished it off with a new backdrop (pictured) over the newly installed work bench. Left to right are C/E Joe D'Amico, 2nd A/E Cameron Murphy, 3rd A/E Doug Blasius and 1st A/E Vincent Quinones.



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.”

JOSEPH D. BOYER SR.



Joseph Boyer Sr. crossed the final bar on September 14, 2016 at the age of 85. He was a marine engineer for just over 30 years. He used his career as a way to travel the globe with his wife. Once retired, Joe settled down in Wilmington, North Carolina with his family. He then worked as a longshoreman and later as a security guard. He volunteered regularly in his community at the local and state political levels. He regularly helped struggling young men who were down on their luck and just needed a chance. He also served on several local sport team boards. He joins his wife of 40 years, Thelma Burgess Boyer, in the afterlife after her tragic passing in 2012. He is survived by his family including brothers Raymond and Charles Boyer; sisters Trudy Boyer and Carol Walton; and his oldest son Joseph David Boyer Jr.

WILLIAM A. BURNS



Bill Burns sailed into safe harbor on November 30, 2016 at the age of 61. He was born in Detroit, Michigan and attended University Liggett School

for both Grade and High School level educations. He studied marine engineering at the Merchant Marine Academy at Kings Point, New York and graduated from the Great Lakes Maritime Academy in Traverse City.

Bill began his sailing career as a 3rd Assistant Engineer and eventually rose the ranks and reached Chief Engineer status ending up with a Chief’s License with Unlimited Horsepower in both steam and motor. He loved to teach as much as he loved to work on engines and ended up teaching courses at the Calhoun M.E.B.A. Engineering School in Easton, Maryland. He loved anything to do with cars and fixing them. Bill worked on boats, loved hockey, fishing, sushi, the Detroit Red Wings and Lions. He loved 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. He helped “up” her basketball game, took her trick or treating every Halloween he was available and made sure she always got her homework done.

Bill is survived by his parents, sister Margaret Burns Vap and niece Morgane. His ashes were returned to the sea. Donations can be made to Cowgirls

vs. Cancer or the M.E.B.A.’s Merchant Marine Memorial Foundation with an “In Memory” tribute from the www.mebaschool.org website.

CHARLES FEIST SR.



Charles Feist Sr. was promoted to glory on September 3, 2016 at the age of 74. He secured his education at the St. Charles Parish Public School and eventually became a graduate of George Washington Carver High School. Early in life, he joined the Naval Reserve and was a Lieutenant Commander. He became a member of the M.E.B.A. and had a productive and prosperous career at sea. He took part in many union activities and was a regular on M.E.B.A. rank and file committees that help ensure democracy and forward important business. Charles retired in September of 2009 and became a self-employed seafood business owner. He was also a member of the Zulu Social & Pleasure Club, Inc. and the Masons.

Charles was happily married to Pauline Gammons Feist. He had a sister, nine loving children, twenty seven grandchildren, six great grandchildren, and many nieces, nephews and friends.

continued





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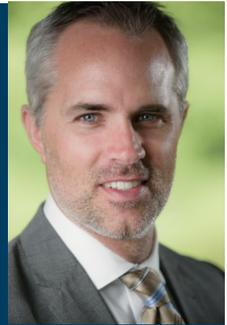
Picture from Left to Right

Andrew H. Benjamin, Frank L. Brittingham, Bruce W. Robson, CFP®,
Stephen E. Hill, PPC™, Stephanie P. Brown, MBA,
Michael J. Sise, CFP®, J.D. Schroen, CPA,
Mark E. Engberg, CFP®

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DAVID J. NASHIF SR.



David J. Nashif Sr. eased into the firmament on February 5, 2017 at the age of 93 after a long and seasoned life. He was raised in Paterson, New Jersey where he attended the Paterson Vocational High School. In 1942, he enrolled in the U.S. Maritime Administration School in St. Petersburg, Florida.

David served his country and sailed through dangerous waters during WWII as a member of the MFOV. He was one of the intrepid mariners who made the dreaded Murmansk run to resupply our allies on the Russian front. He was forced to abandon ship when the Liberty vessel S.S. SAMUEL HUNTINGTON was blasted by Nazi guns in early 1944 off of Anzio. David later served in the Battle of Okinawa in April of 1945. After the ceasefire, an APL Port Engineer in New York took David under his wing and he earned his marine engineering officer license and joined the M.E.B.A. in 1946.

As a member, David Sr. sailed aboard various vessels with a number of shipping companies until 1952. He would continue to work in the industry until 1974 when he came back into the M.E.B.A. fold to serve as a Port Engineer for Prudential Lines. After that, he applied his skills working for Waterman Steamship Company until the day he retired. David Sr. became an M.E.B.A. Pensioner in 1987. In retirement, he spent time in Port Ritchie and Deland, Florida and stayed active with the New York and New Orleans Propeller Clubs, Shrine, American Legion, Merchant Marine Veterans and Marine Square Club.

David Sr. is survived by his wife of 67 years Lilly Nashif, sons, David Jr. and Ken, five grandchildren and eight great grandchildren. At one time he hoped to “have at least one of his sons go to a Maritime Academy and graduate with an Engineering License.” It was one of his proudest moments when both sons graduated from the Calhoon M.E.B.A. Engineering School. Ken Nashif was in Group 71A and Dave Nashif graduated in Group 80A. Dave

Sr. was especially gratified that at one point in time both his sons were sailing as Chief Engineer on different D-9s at the same time for Sea-Land Service.

*“My goal in life is to unite my avocation with my vocation,
As my two eyes make one in sight.”*

— Robert Frost

Remembrances for Dave Sr. may be sent in lieu of flowers to the M.E.B.A. Merchant Marine Memorial Foundation in Easton, MD.

MICHAEL A. RIBERA



Popular member Mike Ribera – Chief Engineer and former Union official – sailed into the sunset on January 18, 2017 a week short of his 66th birthday. Mike grew

up in Newport, Rhode Island, trained at the U.S. Merchant Marine Academy at Kings Point then transferred to the Calhoon M.E.B.A. Engineering School when it was on Light Street in Baltimore, MD. A 1973 graduate of the CMES cadet program, he had a distinguished career at sea crossing the globe many times and visiting 128 countries before his 2001 retirement. He regularly attended Calhoon Alumni Association reunions including the 50th anniversary celebration last summer. He would often tell stories of how he turned 21 in Vietnam, and turned 40 in Desert Storm while bringing supplies and equipment to U.S. Forces. He served as M.E.B.A. Patrolman in New Orleans in the late 1980s until the early '90s. He was also the owner and host of the Higgins House Victorian Bed & Breakfast in Sanford, FL.

Among others, Mike is survived by his wife of 20 years Patty Ruscoe Ribera as well as his mother Ann O'Neill, sons Michael, Zachariah and Sebastian, stepchildren Michael Rodgers and Liberty Rodgers, four grandchildren, as well as siblings Carolyn Were, Sal Ribera, Christopher Childs, Ellen McCallum, Roger Ribera and Raphael Ribera.

BILL VAUGHAN



Bill Vaughan, longtime member, great friend and shipmate sailed into the sunset on February 15, 2017 at the age of 69 following a brief bout with

cancer. Bill applied to the Union in 1967 just shy of his 20th birthday and was sailing deep-sea aboard various vessels at the time he made membership in 1972. He had a long and colorful career at sea that continued even after he became a retired member in the mid-2000s. That's when Bill began volunteering more of his time in support of the Tampa, Florida-based SS AMERICAN VICTORY, one of only two WWII Victory ships still operational. He became the historic vessel's Chief Engineer in 2007, a position which he held until his death. His ashes were returned to the sea.

Bill is missed by family and friends and is survived by his son Michael Vaughan; siblings Joe Vaughan, Richard Vaughan, and Mary Vaughan; and six nieces and nephews. Loved ones preceding him in death include wife, Penny Vaughan; daughter, Jaime Vaughan; parents, William Melton and Rita Ann Vaughan; and brother, Roger Thomas Vaughan.

Donations in memory of Bill Vaughan may be made to the AMERICAN VICTORY at their website www.americanyictory.org/belong/donations/, or by mailing a check to American Victory Ship Mariners Memorial Museum, 705 Channelside Drive, Tampa, FL 33602. Please note “in memory of Bill Vaughan.” A memorial service was conducted aboard the AMERICAN VICTORY in April.

FRANK ZAPATA

Frank Zapata sailed toward further shores on November 6, 2016 at the age of 91. He was a Chief Engineer aboard many ships throughout his time but last sailed in December of 1991 aboard the CAPE LAMBERT, managed by Marine Transport Lines. He is survived by many family and friends including his son, Frank Zapata Jr. He joins his wife Mary in the afterlife after her passing in 2007.





Faces around the Fleet



The finely-tuned machine that keeps the APL SAIPAN running smoothly. Seen in the mix are 1st A/E Anthony Aiello, 2nd A/E Mathew Giovanonni, 3rd A/E Nicholas Cabral, 3rd A/E Thomas Baumann, Junior Engineer Joshua Braithwaite, Electrician Walter Tangonan, Reefer Ali Malahi and Wiper Colby Sims. The SAIPAN is a feeder ship sailing in the Maritime Security Program



The M.E.B.A. engine team aboard the GREEN LAKE getting ready to fine-tune critical systems aboard the Pure Car/Truck Carrier during a port stop in Port Hueneme, CA. Left to right are C/E James Volentine, 1st A/E Jim Dulong, 3rd A/E Jon Stratton and 2nd A/E John Donaghey.



Inside the V2M8 boiler on the MATSON NAVIGATOR following a 20-hour casing leak repair underway. Pictured left to right are 1st A/E Mike Marino, Cadet Damian Dyrdas, 3rd A/E Asher Liss, and EU Jackson Blaty.



M.E.B.A. Officers keep the OSG tanker OVERSEAS NEW YORK sailing in fine form - from sea to shining sea. Left to right are C/E Ben Jones, 3rd A/E Christian Collins, 1st A/E Stefan Stein, 2nd A/E Eric White and Cadet Nick Oliver.



C/E Erik Barton took this shot of an evaporator overhaul onboard the SS SEAKAY SPIRIT. Making the magic happen (from left to right) are 1st A/E Phil Lessard, 3rd A/E Matt Burke and 3rd A/E Tim Martin.



A shot of the Sea Scouts visiting the M.E.B.A.-crewed Ready Reserve Force vessel CAPE HUDSON (Matson) in San Francisco. The Sea Scouts youth program teaches leadership and nautical skills. Thanks to member Claudia Cimini for the photo.

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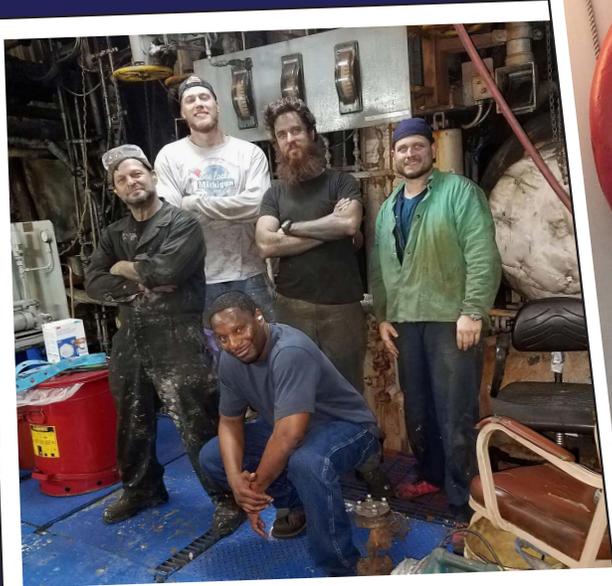
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Engineers onboard the MATSON NAVIGATOR line up for a team photo. Left to right are 3rd A/E Asher Liss, Cadet Damian Dyrdas, EU Jackson Blaty, 1st A/E Mike Marino, and 3rd A/E Sherman Frett in front.



Onboard the geared containership PHILADELPHIA EXPRESS with C/E G. Stuart Negoescu, 3rd A/E Steve Dalton and PRO Kwasi Manu. The vessel is part of the Maritime Security Program and is managed by Hapag/MTL



Mariners onboard the Matson-managed CAPE HORN, a MarAd Ready Reserve Force vessel on the West Coast, honored past shipmates timed with the recent Maritime Day/Memorial Day observances. A remembrance of 1st A/E Phil Hellesto & Chief Mate Timothy Bohan was placed in the ship's lounge. The two M.E.B.A. members demonstrated heroism during an engine room fire 14 years ago aboard the ship but both tragically perished in the blaze. The placement of the tribute was a cooperative effort between the HORN's Permanent C/E Phil Strissel & Relief C/E Claudia Cimini and the brainchild of MM&P C/M Ryan Leo with the full support & encouragement of the current crew & Port Engineer.



Navy Engineering Duty Officers training at the Calhoun M.E.B.A. School gather at the M.E.B.A. Merchant Marine Memorial to walk the grounds and pay tribute to fallen mariners.