M.E.B.A. Pivotal in Destruction of Syrian WMDs
On the Cover:
The international mission to neutralize Syrian chemical weapons components aboard the M.E.B.A.-crewed CAPE RAY was a major success. The operation ensured that those Weapons of Mass Destruction will not be used against Syria’s people as they have in the past. During the “welcome home” ceremony with the Maritime Administrator are M.E.B.A. mariners who were with the Keystone-managed CAPE RAY at the time of mission completion. Left to right are Maritime Administrator Chip Jaenichen, Chief Mate John Verrilli, Captain Rick Jordan, 2nd A/E Leif Husselbee, 3rd A/E John Langley, 3rd A/E Elliot Lewis, Atlantic Coast V.P. Chris Guerra, 1st A/E Peter Brown, C/E Christopher Myers, ARA Radio Officer Bruce Durrant and 1st A/E Tom Tompkins. Not pictured were Second Mate Seth Pinto, Third Mate Brian Campbell, Third Mate Mike Tuttle and 3rd A/E Bryce Stephens. Several other members sailed with the vessel on an earlier stage of the mission before relief. Some of those members, among others, included 1st A/E Dominic Walsh, 1st A/E Harold Wagstaff, 2nd A/E Stephen Shea, 3rd A/E Nick Ridgway, 3rd A/E Eric Shea. Chief Mate Jack Menendez and Third Mate Doug Sier. Thanks to Norfolk Branch Agent Tracy Burke who snapped this shot.

Marine Officer

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

Since the beginning of the year, the budget and operations of CMES have been scrutinized with the goal of reducing expenses while sustaining its training mission. After an objective third party audit was performed, cost savings were identified and specific actions were taken with the approval of the Trustees.

The Director and his key staff made a concerted effort to identify areas of significant savings which should go a long way towards ensuring sustainability of CMES operations. The decisions made were not easy and the changes affected everyone working at the school.

While the cost savings measures at CMES have been effective without affecting the core mission and operation, there is still more work to be accomplished, which includes increasing revenues from M.E.B.A. contracted employers and from outside sources.

The Training Plan & CMES exist to provide, as directed by the Trustees, the following on a priority basis:

1. Courses to address STCW requirements, USCG COI restrictions, and training demands for service on Government-owned vessels.
2. Courses for contracts negotiated with the USCG, the USN and MSC.
3. A viable Cadet-Internship Program.
4. Courses recommended by the Director and approved by the Trustees to provide the skills and abilities needed to fill the billets of participating employers.

THE M.E.B.A. Training Plan supports the M.E.B.A membership to maintain active Merchant Mariner Credentials (MMC), for license upgrading, STCW requirements and training required by government contracts. Recently the Cadet-Internship program was initiated to support recruiting new members.

CMES is an integral part of our Unions’ operation and our members and contracted employers cannot ignore this reality. The Calhoon M.E.B.A. Engineering School is recognized as an indispensable asset and should be treated as such. CMES is operated utilizing Training Plan assets. It is the Trustees’ fiduciary responsibility to manage and use those assets for the exclusive benefit of participants.

In order to share in the responsibility of maintaining CMES’ mission and operations, contributions to the Training Plan should match the training requirements of each employer, based on the number of billets on the employer’s vessels. We will continue to negotiate with all contracted employers, through the collective bargaining process, to increase Training Plan contribution rates in order to ensure the quality and continuity of CMES operations.

Active members are aware of the challenges associated with a continuously changing regulatory and cost environment as it pertains to maintaining professional credentials. The staff at CMES spends considerable effort to research, develop and deliver the courses associated with these regulations so that the membership has access to this training in advance of their implementation and/or enforcement. In addition to accommodating STCW-related training, CMES has accepted more government vessel training burdens, trustees’ challenges to offset operating expenses via commercial customers, implementation of company-required training / proficiency testing and recruiting assignments / programs aimed at the academies and armed forces. M.E.B.A. members and employers should acknowledge this effort.

Recruitment

At the start of the year, our new administration met to discuss, among other things, the need to intensify recruiting, starting with increasing the number of cadets in our Licensed Cadet Intern program. The Trustees increased the program allocation at both the February and April meetings to allow 120 midshipman-cadet interns to participate annually.

This past July CMES accommodated over 50 interns, representing 6 of the 7 maritime academies. For three weeks the cadets were run through a series of training courses and proficiency tests to prepare them for employment in our Union. The CMES courses required for employment onboard our contracted vessels were stressed in order to provide employment opportunities immediately upon graduation and application with the M.E.B.A.

By all accounts the upcoming 2015 Cadet-Internship program has been very well received; just as was the case during these last two years. CMES played an integral part by originating the program in 2012, then carrying through with its implementation. The Management, Instructional and Support Staff should be applauded for their efforts to both establish and run this successful program. The President of New York Maritime (SUNY) visited M.E.B.A. HQ recently after a visit to CMES. He was very impressed with our
training school, the Cadet-Internship program and looked forward to providing more cadets from his academy next year.

I give the intern program high praise because it is very cost effective and fully utilizes CMES to the benefit of both the Union and employers. But that is not where it ends as our Union officials also continuously work on recruiting at these academies and deserve significant recognition. It is extremely important that our Union Officials and Members communicate continuously and directly with the cadets at all (7) maritime academies. Additionally Members onboard ship, working with cadets or other potential candidates, should be promoting our Union and the associated benefits of a career with the M.E.B.A.

CMES is also working with other organizations such as MarAd, MITAGS and the Chesapeake College on providing career-paths for military veterans seeking maritime employment following discharge. The Military to Mariner program, while a source of potential mariners, is clearly not easy to navigate for veterans. With this in mind, CMES and these partners are developing a means for veterans, with the required sea time and MMC, the path to a USCG license. Hopefully in the near future we can work with these veterans to allow them to continue on with their ambitions, eventually choosing a career with the M.E.B.A. as a result.

**Retention**

Since being elected I’ve had my share of discussions with our officials and members concerning how the Union could retain more active members. At the same time we’ve also discussed with employers their concerns with the ability to retain personnel on their vessels. It is common knowledge there is work available in the various sectors in our industry which creates a draw away from our Union and others.

With constant pressure on costs and wages in all fleets, it is obvious that if there are opportunities elsewhere, then a workforce with specific knowledge and training, such as merchant mariners, will continue to seek out these opportunities. It has become apparent to all that the retention issues boil down to quality of life, wages and benefits. The economics of supply and demand have to be considered in all decisions going forward.

I’ve stated before we can’t retain a strong pool of active mariners without a collaborative effort between labor, employers and government. Employers concerned with Manning both commercial and government contracts must do their best to ensure they are providing a work environment conducive to retaining employees along with a wage and benefits package appropriate for the work performed. If there are specific reasons our members are seeking work elsewhere, then the reasoning should be apparent and we should all work towards correcting it.

It is my belief if we run our Union and Plans efficiently, appropriately represent our members as required in the collective bargaining process, adhere to our CBAs and continuously require membership involvement, the M.E.B.A. will continue to remain a strong union and the best career decision for many present and future members.

Fraternally,

Marshall Ainley

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**Faces around the Fleet**

3rd A/E Yolanda Green (at left) and 2nd A/E Nate Gatchell working on the #6 exhaust valve aboard the CHARLESTON EXPRESS (Marine Transport Lines).

Chief Mate Bill Harrison and Second Mate Daniel Maclean take a pause from their busy schedules aboard the LIBERTY PRIDE, a Pure Car/Truck Carrier.
CAPE RAY – Professionalism, Precision & Pride

A helicopter drops off supplies to the CAPE RAY in August as the vessel processed chemicals aboard ship while in the Mediterranean. Following an international agreement brokered by the Russian Federation, two Field Deployable Hydrolysis System (FDHS) units installed on the main deck of the RAY rendered about 600 metric tons of Syrian chemical weapons components inert. The chemical agents would have been used to make deadly Sarin and Mustard Gas. After neutralization, the 1.5 million gallons of effluents were then delivered to Finland and Germany for ultimate disposal.


Reminded repeatedly by upper level Government principals that this high-profile operation demanded perfection, the CAPE RAY crew, headed up by Captain Rick Jordan and Chief Engineer Chris Myers, delivered in spades – a fact that didn’t surprise their unions or U.S. shipping observers. The U.S. Merchant Marine has been delivering the goods for this country with the highest professionalism and expertise - in both peace and in war - since 1775. “Our nation’s reliance on our maritime community is centuries-old,” said U.S. Transportation Secretary Anthony Foxx. “From the Revolutionary War and through every major crisis in our nation’s history, our mariners have willingly defended and served Americans with valor, and these men and women continue in that noble tradition.”


The crew of the Keystone Shipping-managed CAPE RAY (M.E.B.A. & SIU) following completion of the mission. They are seen here (at right) with Maritime Administrator Chip Jaenichen and other “Welcome Home” ceremony speakers who are standing to the side at left. Not a single drop of the hazardous chemicals escaped during the neutralization, no mechanical failures prevented any aspect of the ship’s assignment, and no one was harmed during the entirety of the mission. MSC Commander Rear Admiral Tom Shannon praised ship manager Keystone Shipping for its role in the operation saying that the company, “stepped up to the plate in a huge way.”

M.E.B.A. Chief Mate John Verrilli, third from right, reiterates safety precautions to crew members aboard the CAPE RAY in preparation for helicopter operations. The 648-foot roll-on/roll-off ship is one of 46 vessels in the Maritime Administration’s Ready Reserve Force fleet. The vessel is managed by Keystone Shipping and crewed by M.E.B.A. in all licensed positions. SIU represents the unlicensed.


continued on page 5
Retirement & investment advice designed for MEBA members

With 28 years of experience in the financial services industry, and 15 years working with marine engineers, I fully understand the financial complexities, challenges and opportunities for marine engineers. If you are within one to two years of retirement you are about to make one of the biggest financial decisions of your life. You owe it to yourself to consult with a financial professional.

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Maritime Administrator Chip Jaenichen presented Merchant Marine Medals for Outstanding Achievement to each of the 34-member crew. In addition the vessel was honored with the rare Professional Ship Award. At the September Welcome Home ceremony, the families of the CAPE RAY crew were also thanked for their unyielding support on the homefront during the mission.

M.E.B.A. Third Mate Brian Campbell checks the electronic chart display and information system aboard the CAPE RAY in the Mediterranean Sea in late July. The vessel spent 233 days in operation as part of the mission that culminated in the destruction of Syria’s declared stockpile of chemical weapons components. It took 42 days to neutralize the chemicals using the onboard FDHS units.

M.E.B.A. Captain Rick Jordan, center left, addresses the ship’s crew in May during a scheduled abandon ship drill in Rota, Spain. Capt. Jordan noted that the crew was elated to return home but harbored a touch of sadness that their historic mission was at an end. But he expressed pride that the crew’s actions ensured that the chemical weapons components destroyed on the vessel can never be used to harm civilians – as they have in Syria’s past.

M.E.B.A. President Marshall Ainley remarked, “The professionalism of the men and women who volunteered to crew the CAPE RAY for the mission should not be taken for granted. The CAPE RAY mission should serve as a stern reminder of the need for both a viable US Merchant fleet and an active pool of mariners with the experience necessary to fulfill missions such as these. This mission is just another example of how our country depends on the US Merchant Marine whether in time of peace or war."

The Four Chaplains award was presented by Keystone’s Lou Cavaliere to the CAPE RAY during the Welcome Home Ceremony. The award was created in honor of four chaplains who gave up their lives for others during the sinking of the WWII Troopship DORCHESTER in 1943. Left to right are Lou Cavaliere, Captain Rick Jordan, Chief Engineer Chris Myers, Chief Steward Louis Johnson, Boatswain Bill Lima and Keystone Port Engineer Ned Howell. MarAd’s Associate Administrator for Strategic Sealift Kevin Tokarski is all the way in back at left.

The CAPE RAY loaded up the chemical agents (representing 75% of Syria’s declared chemical weapons stockpile) in Gioa Tauro, Italy. M.E.B.A. President Marshall Ainley remarked, “The professionalism of the men and women who volunteered to crew the CAPE RAY for the mission should not be taken for granted. The CAPE RAY mission should serve as a stern reminder of the need for both a viable US Merchant fleet and an active pool of mariners with the experience necessary to fulfill missions such as these. This mission is just another example of how our country depends on the US Merchant Marine whether in time of peace or war.”

At the Welcome Home ceremony in Portsmouth, VA in September are M.E.B.A.’s 1st A/E Peter Brown; 2nd A/E Leif Husselbee and 3rd A/E Elliot Lewis. Two days after Elliott’s graduation from Massachusetts Maritime Academy in June, he joined the CAPE RAY for his first ever shipping job. The CAPE RAY crew was hailed by President Obama and DOD Secretary Chuck Hagel among many others. Everyone whose faith in American readiness, versatility and pure know-how was rewarded with the success of this mission.

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At Anchor: Recent Retirees
Shifting into Reduced Operating Status

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Calhoon M.E.B.A. School Certifications

The School’s High Voltage Safety course graduating in late June drew a mix of M.E.B.A. and MSC students as well as two members of the U.S. Navy. Left to right are Mark D’Arcy, Scott Labrecque, Carl Davis, Joel Mason, Charles Dohman, Kirsten Figueroa, Nolan Schuetz, Adam Kingsley, Tru Sunderland (Instructor), Louie Belk and Bill Radaskiewicz (Instructor).

Lock and load! Another group of high caliber, straight shooting students graduated from the Small Arms course at the Calhoon M.E.B.A. Engineering School in late June. In front is Ross Himebauch. Left to right are Dave Sears (Instructor), Haven Hoffman, Andrew Stamm, Owen Philbin and Benjamin Larrabee.

Under the new STCW Manila Amendments, engineering officers with STCW management level licenses must complete the Engineroom Resource Management course among other requirements. At the graduation of the June ERM class are (l-r) Kevin Clancy, Tom Dewhirst, Don Mullett, David Bean, Mike Fanning (Instructor), Ray Jones, James Sutton, Larry Holbert, Barry Van Vechten, Tim Morton, Wilbur Roa and Mike Pride.

The two-week MSC Officer course includes CBRD, Small Arms and Damage Control training. At the late June graduation of the course are (l-r) Dan Tuel (Instructor), Michael Thomsen, Bernard Dumas Jr., Robert Eder, Ronnie West, Kwasi Manu, Ross Himebauch, Frank Byers, Joel Bem, Thidiane Kanoute and Steven Truelove.

The Leadership & Management course is required training for engine officers with STCW Management level licenses under the new Manila amendments. Left to right in late June are Dan Noonan (Instructor), Kathryn Danko-Lord (Instructor), Henry Mitchell, Wilbur Roa, Reginald Abrams, Timothy Kelley, Terrie Bailey, Donald Mullett, Larry Holbert, Eder Cruz, Clay Garcia, Barry Van Vechten, Maciej Szmytkowski and Timothy Morton.
Beating the Bushes for Next Generation Mariners

M.E.B.A. has always taken pride in its most valuable asset – our membership – they are the lifeblood of the Union. But ever-changing demographics dictate that the workforce be supplemented with new blood. The M.E.B.A. is hard at work in securing the sharpest, most skilled mariners to ensure the Union remains the finest source of seagoing labor well into the future.

Since 1960 when America’s domestic and international fleet topped 1,000 ships, there’s been a steady decline in U.S.-flag bottoms as our country weakened as a world shipping power. In 2014, the Maritime Administration listed less than 200 U.S.-flag ships of 1,000 or more gross tons. The rise of flag-of-convenience shipping with cheap, undertrained 3rd world labor has diminished the standing of U.S.-flag shipping in international trades. In addition, the implementation of several tiers of stringent U.S. regulations – beyond what is mandated internationally – has helped drive up the cost of doing business under the U.S.-flag. Along with generous subsidies afforded by overseas powers that help keep their shipping afloat, many of our foreign-flag competitors also benefit from numerous tax incentives. As a result, the U.S. struggles to compete with our international counterparts.

With the loss of tonnage comes the erosion of the highly trained and qualified mariner pool that our country relies upon for vital sealift operations. If the trend is allowed to continue, our country may have to rely on overseas interests and foreign mariners during future U.S. sealift operations in times of war or national emergency.

But the good news is that the industry continues to discover new opportunities that could restore American shipping to the level of prosperity it once enjoyed. If our Congress truly wants to put U.S. shipping on an even keel, they need to support LNG export, short sea shipping and new and stronger federal statutes and programs that support the U.S. fleet, including the Maritime Security Program.

Notwithstanding the cyclical nature of shipping, M.E.B.A. currently has jobs on the board that are keeping our members hard at work and enabling terrific opportunities for prospective new officers.

It has typically been challenging to lure Academy graduates away from lucrative shoreside opportunities to go to sea. Besides the need to maintain a growing list of required qualifications to ship, the demanding nature of the work, time away from family and absence of a 9 to 5 “normality” require unique individuals and commitment. But the rewards are significant.

M.E.B.A. has been working hard to attract the next generation of mariners who will crew our future ships. Many of those marine officers will hail from the nation’s seven maritime academies – and initiatives like the Cadet Intern Program hosted by the Calhoun M.E.B.A. Engineering School this summer. The Internship program allows budding engineers to get certified in key courses and paves their way into M.E.B.A. membership.
Member Jim Rowe and M.E.B.A. Oakland Patrolman Christian Yuhas (not shown) manned a booth at the California State Fair on a weekend in Sacramento while promoting the benefits of the M.E.B.A. and organized labor to throngs of attendees. West Coast officials and members also make great headway in promoting the Union to cadets at California Maritime Academy.

School (CMES) are helping many of them understand the life-changing, rewarding opportunities available from the M.E.B.A. and the U.S. maritime industry.

Though the advantages and benefits of membership virtually sell themselves, we still rely on Union officials, Academy alumni and members aboard ship to help make the case to budding young mariners. When M.E.B.A. covers a career fair or other event at one of the maritime schools, the Union most often sends a graduate of that Academy to inform cadets about the superior contracts and benefits our members enjoy. Younger M.E.B.A. members accompanying officials on recruiting missions help cadets better relate when they emphasize the shipping flexibility allowed by our rules. Young cadets may not be able to fully fathom the ability of our Benefit Plans to offer secure future retirement – but they can better comprehend that this Union wins its members the best compensation in the industry for a hard day’s work.

Recruiting at the Academies is just part of M.E.B.A.’s broad-based effort to equip our member companies with exceptional shipboard labor.

The CMES Cadet Intern Program helps give cadets a leg up in translating their Academy skills to real world shipping opportunities. For the second year running, cadets from Academies across the nation took part in the three-week program at the CMES. The program immerses cadets in essential training and eases their way toward membership and M.E.B.A.-contracted employment.

In addition, they can experience first-hand our internationally-recognized continuing education facility that provides the most advanced, state-of-the-art training available today. On the front-end of evolving industry needs and requirements, the CMES trains today’s mariners for tomorrow’s challenges.

Many of the 50+ cadets that participated in the 2014 intern program were certified to ship out on Government vessels following their graduations from the School’s Government Vessel Operations, Vessel Security and Small Arms courses. A lion’s share of the cadet seniors have already made application with the M.E.B.A. In addition, about 70% of last year’s attendees are current applicants with the M.E.B.A.

The 2015 program should draw even more participants now that Trustees have expanded the program to 120. Members shipping out with cadets, those serving on Academy training vessels and others who deal with young men and women who would add strength to the Union are urged to help spread the word about this terrific program.

Other resourceful avenues to entice new talent into our industry include various maritime youth expos as well as other efforts directed toward veterans of the Armed Forces. M.E.B.A. recently took part in a pair of “Military to Maritime” events that seek to steer our nation’s vets toward a career in the maritime industry. The well-attended events proved informative allowing former members of the military

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to learn about the Union and industry and educate themselves about the many certifications and requirements needed to pursue a maritime career.

The Maritime Administration has also made a push to attract veterans into the industry by way of their own similarly titled program they call “Military to Mariner.” You can find out more information about the MarAd Military to Mariner program through the link on the M.E.B.A. homepage (www.mebaunion.org). The emphasis in attracting ex-military members is indicative of the industry’s focus on replenishing the mariner base for the needs of tomorrow.

More work needs to be done. M.E.B.A. is supporting legislative change that would ease recency requirements for military veterans trying to make the switch in order to get the program fueled to the level envisioned.

Since 1875, the M.E.B.A. has battled to elevate the interests of our members and the American Merchant Marine. We’ll keep beating the bushes to further the fortunes of our membership and to bring the best and brightest young talent onboard to continue the legacy – and uphold the tradition of the M.E.B.A.
New Deal with UMS/APM Terminals

M.E.B.A. Port Engineers performing crane maintenance for Universal Maritime Service (UMS)/APM Terminals are working under a new contract. M.E.B.A. Gulf Coast V.P. Phil Sistrunk and Houston Branch Agent Erin Bertram assisted by Rank and File members Jason Harrington and Christian Dobbins closed on a new five year deal in talks that took place in the Houston area. The M.E.B.A. team negotiated with a group headed up by Mike Shaffner, Operations Manager for APM Terminals. The contract covers our Port Engineers working at the Barbours Cut APM Terminal in La Porte, TX. A pay increase went into effect retroactively to June 16th, 2014.

In addition, the agreement secures wage increases each June 16th during the life of the contract as well as medical plan improvements. Contributions to the Training Plan, American Maritime Congress and Joint Employment Committee will also be stepped up by the company.

OSG, ATC Pension Plan Improvements; New Pact to Benefit Engineers, Improve Retention

M.E.B.A. contracted companies Alaska Tanker Company (ATC) and Overseas Shipholding Group (OSG) have agreed to a modification of their respective CBAs which will put more money in the pockets of our engineers. The companies increased wages by 5.85% retroactive to June 1, 2014. In effect, ATC and OSG will contribute 5.85% to the Defined Benefit Pension Plan while the engineers’ reallocation of wages to the Pension Plan will be reduced from 11.7% to 5.85%. Additionally, both contracts provided for a 3% wage increase as of July 1, 2014 as well as a 1% increase in Money Purchase Benefit (MPB) in accordance with the provisions of the existing CBA. The increases resulted in an overall improvement of the engineers’ existing compensation by 8.85% as of July 1, 2014.

New MOU with Connolly-Pacific

M.E.B.A. successfully concluded contract negotiations with our inland contracted employer Connolly-Pacific.
in the Los Angeles harbor recently. Branch Agent Rich Doherty, with the help of longtime M.E.B.A. Member Lowell Swett alongside MM&P negotiator Captain Ray Shipway, were able to secure a five-year agreement that was ratified by the affected members. Connolly-Pacific is a company that moves quarried rock from Catalina Island to projects on the Pacific Coast. They also provide dredging services within the L.A./Long Beach harbors. Thanks go to the Connolly-Pacific management team that made the process smooth and professional from start to finish.

AMHS Contract Inked

After several bumps in the road during extended negotiations, M.E.B.A. closed on a new contract covering our members serving in the Alaska Marine Highway System. Executive V.P. Adam Vokac oversaw an M.E.B.A. negotiating team headed up by Seattle Branch Agent Jeff Duncan and Alaska Representative Ben Goldrich along with a crack rank & file bargaining team. The new three-year deal wins wage increases and a boost to training contributions. An employer contribution helps offset the 11.7% Pension Plan obligation. A ratification vote is in the works.

Seattle Branch Agent Jeff Duncan said, “I would like to thank M.E.B.A. Representative Ben Goldrich and the dedicated negotiating committee members who participated in every bargaining session clearly going above and beyond - George Poor, Dave Gardner, and James Burnside along with the rest of the committee members - Phil Brand, Jay Butler, Dave Barnes, Burt Stammerjohan, Jack Slaght and Pat McManus. It was a long seven months of bargaining to get to this agreement.”

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

Visit M.E.B.A. Plans website (www.mebaplans.org under Forms, Vacation). Contact (800) 811-6322 or vacation@mebaplans.org for more info.

Pay Dues with Online Portal

M.E.B.A.’s convenient payment portal is allowing members, applicants and retirees the ease of online monetary transactions. Members and applicants have discovered that this is the most convenient way to pay their dues or service charges by credit card, debit card or through their checking account. You can also set up a recurring payment schedule to automatically keep current. The site allows you to view your transaction history online in a secure manner.

In addition, the set-up allows members, applicants and retirees to make contributions to the M.E.B.A.’s Good & Welfare and Political Action Funds that support so many members. Contributions to the Good & Welfare Fund are tax deductible. You can
access the electronic payment portal from three different locations on the M.E.B.A. homepage (www.mebaunion.org). Register today and set a course for convenience!

**Send Us Your Work Photos; Visit Facebook Site**

As a reminder, active and retired members are encouraged to send photos to marco@mebaunion.org so we can post them on our Facebook site and/or in future issues of the Marine Officer. Visit the Facebook site today. You can also check us out on Twitter.

**New Registration & Dispatch System**

M.E.B.A. has modernized its registration and dispatch process with a new system that went online recently at the Union halls. In an ongoing effort to reduce duplication and maximize efficiencies at the halls, M.E.B.A. implemented this computer-based solution that will facilitate the shipping process while enhancing organization and accuracy. There is no intention of changing the Shipping Rules and gravitating toward electronic shipping. Secretary-Treasurer Bill Van Loo oversaw the system’s implementation in the halls. Houston Branch Agent Erin Bertram was most involved in helping to calibrate it and get it ready for primetime along with Oakland Dispatcher Kathy McCurdy and Seattle Dispatcher Kirsten Wilhelm. New Orleans Dispatcher/Rep. Wilson Johns also contributed to the process.

**MLL Extension Formalized**

A three-year extension with M.E.B.A.-contracted Maersk Line, Ltd. negotiated in 2012 was formalized with a Memorandum of Understanding, as per the offer letter. Several improvements were made to the offer letter following negotiations. Details were presented at the September membership meetings at the Union halls. The MOU was also sent to the relevant ships prior to the October 1st agreement implementation.

**Surprise MarAd Turbo Activations**

M.E.B.A. halls swung into action to successfully satisfy Maritime Administration requirements this summer following no-notice turbo activations. Six M.E.B.A. vessels operated by three different M.E.B.A.-contracted companies were included.
in the MarAd exercise with activated vessels slated for sea trials from 7-13 days. Turbo activation sea trials involve various drills, tests and exercises that confirm a vessel’s maintenance, support and readiness.

Halls were relentless in rounding up the required officers to fill the plethora of deck and engine positions needed to ready the vessels to sail. They were successful in meeting crew requirements. M.E.B.A.-contracted companies and ships involved in the activation included Marine Transport Lines - CAPE DOMINGO; Keystone Shipping – REGULUS and DENEBOLA; and Patriot Contract Services - USNS GILLILAND, USNS SHUGHART and USNS YANO. In addition, two other vessels were shipyard activated at the same time requiring additional M.E.B.A. Deck and Engine Officers. Those vessels were the POLLUX and the CAPE RISE – both managed by Keystone Shipping.

Liberty Ship Celebration in Baltimore

M.E.B.A. Secretary-Treasurer Bill Van Loo was the keynote speaker recently on the 72nd birthday celebration cruise of the JOHN W. BROWN, one of two remaining operational World War II Liberty Ships. He played to quite a crowd onboard as 600 people took part in the five hour cruise around the Chesapeake Bay fraught with ship tours, food and throwback entertainment.

Van Loo has a tie-in to the vessel as his father (also a member) was an instructor and later vice-principal aboard the BROWN when it served as a school ship in New York. Passengers nodded along with Van Loo’s thoughtful remarks and appeals to honor the JOHN BROWN and our past seafarers by ensuring our support for the mariner workforce of tomorrow with a robust U.S.-flag fleet into the future. In his speech he noted, “the BROWN and all who worked onboard 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.”

Secretary-Treasurer Bill Van Loo making a point in a speech aboard the WWII Liberty Ship JOHN W. BROWN during a cruise on the Chesapeake Bay.

Oakland Dispatcher Kathy McCurdy using the new dispatch & registration system for M.E.B.A. member Uber McCrary (and his son Gavin).
Group shot aboard the Matson MANUKAI following the amazing rescue of crewmembers from the 42-foot sailboat “Walkabout” that was caught in Hurricane Julio. In the photo are the M.E.B.A. engine officers, the MM&P deck officers and the three rescued members of the doomed sailboat. L-r in the back row are Lee Nealy (Walkabout), Justin Moore (3rd Mate), Matthew Berntson (2nd Mate), Ben Nealy (Walkabout), John Bloomingdale (Capt.), Mike Vanway (Walkabout) and Peter Jorgensen (Chief Engineer). Left to right in the front row are Douglas Wulff (1st A/E), Matthew Merrill (Chief Mate), Josef Eggert (2nd A/E) and Charles Boozer (3rd A/E).


Onboard the PRIDE OF AMERICA - the Norwegian Cruise Lines ship which sails among Hawaiian islands. 1st A/E Byron Long shows off the new Exhaust Scrubber System piping which allows NCL to burn less expensive fuel while maintaining high environmental emission standards.

Plaques at the CMES Merchant Marine Memorial Park. They are affixed to the “bow” section of the Park which resembles a ship. Plaques include those for former School instructors (and members) Tom Cannon, Dana Sweet, George Clements and Doug Birt. Longtime member Ed Durgin is honored there as well. A plaque for former M.E.B.A. President Jesse Calhoon is the most recent addition.

Oakland Patrolman Christian Yuhas, Mark Takai and member Daniel Earle celebrating Mark’s Primary election win in Hawaii. MM&P and M.E.B.A. both support Takai for the Congressional seat vacated by Colleen Hanabusa.
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Marine Officer

3rd A/E Orlando Pabon onboard the Maritime Security Program vessel ALLIANCE RICHMOND (Maersk Line, Ltd.). He’s seen here in the bunker station on the #5 deck taking lube oil.

Hawaii Senator Brian Schatz (r) with the Macatiag family: Jeff, wife Inga, son Vian and daughter Asia. M.E.B.A. is supporting Brian’s bid to serve the final two years of the seat following the death of Sen. Daniel Inouye. Schatz will be favored against Republican Cam Cavasso in November.

M.E.B.A. took part in MM&P’s 85th Convention recently in Linthicum Heights, MD. Left to right are M.E.B.A. Atlantic Coast V.P. Chris Guerra, M.E.B.A. Secretary-Treasurer Bill Van Loo, MM&P Pacific V.P. Dave Boatner, M.E.B.A. President Marshall Ainley (in back), Atlantic V.P. Don Josberger, MM&P President Don Marcus (in back), MM&P Pilot Membership Group V.P. George Quick, MM&P Secretary-Treasurer Steve Werse (in back), MM&P Gulf V.P. Wayne Farthing and MM&P Inland Membership Group V.P. Mike Murray.

Interlake Steamship Company’s Fleet Engineer Phil Moore (left) aboard the M/V PAUL R. TREGURTHA with Master & First Class Pilot Michael MacDonald. In a related item, a Coast Guard familiarization program was put in place allowing marine inspectors to join a vessel’s crew on the Lakes to act as riding observers. This will give them a practical knowledge of the vessels and help foster a cohesiveness that should benefit the industry in the future.

Faces around the Fleet

At the hall in L.A. where five 90-day rotary jobs were called on the same day. Left to right are Marc Hoffman (3rd A/E APL PHILIPPINES), L.A. Patrolman John McElhone, Sonny Acosta (2nd A/E Matson MAUNALEI), Peter Warner (3rd A/E OSG OVERSEAS BOSTON), Scott Speedy (3rd A/E MAUNALEI) and Mike Peterson (2nd A/E APL PHILIPPINES).
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Faces around the Fleet

Engineers onboard the WASHINGTON EXPRESS, a Maritime Security Program vessel under the operation of Marine Transport Lines. Left to right are C/E Gregory Baars, 1st A/E Dave Ficken, 1st A/E Anthony Guerra, 2nd A/E Spencer Reed, 3rd A/E Steven Dalton and KP Cadet Jack Walsh. Spencer was the lucky guy who got to wear Houston Branch Agent Erin Bertram’s cute pink hardhat.

3rd A/E Luke Urbik working on the #6 injector onboard the ST. LOUIS EXPRESS (MTL).

The ST. LOUIS EXPRESS, a Marine Transport Lines-managed vessel operating under the Maritime Security Program, in Houston. In the Control Room, left to right, are C/E Chris Vandeventer, 1st A/E Gary Deehan, 2nd A/E Kenneth Carter and 3rd A/E Frank Berner.
The Coast Guard has issued the Final Rules on the Implementation of the STCW95 Code 2010 Manila Amendments, and Navigation Vessel Inspection Circulars (NVICS). In addition, there are other related regulations and policies that impact mariners. Although the final rule affects all U.S. mariners, most of the changes are focused on mariners sailing on near coastal and foreign voyages. Generally, mariners sailing on vessels of 200GRT or greater on near coastal and ocean voyages must meet “National” AND “STCW” requirements. (Mariners working on small passenger vessels subject to Subchapter T or K, and seagoing vessel of less 200GRT, other than passenger vessels subject to Subchapter H, and uninspected passenger vessels defined in 46 US Code 2101(42)(B) are not required to meet STCW requirements (46 CFR 11.301(h)).

Note: The Coast Guard frequently provides updates that supersede current policy or regulations. Please visit the National Maritime Center’s website for the latest information at www.uscg.mil/nmc/, or email: iasknmc@uscg.mil.

Many thanks to the Maritime Institute of Technology and Graduate Studies (MITAGS) for their help in compiling this summary.

COURSES TO BE COMPLETED BY 2017 FOR EXISTING MARINERS

MANAGEMENT LEVELS:

Chief Mate and Master

♦ ECDIS (Electronic Chart Display and Information Systems).
♦ Leadership and Managerial Skills.

1st A/E and Chief Engineer

♦ Engine Room Resource Management Course (ERM) (if not completed at the operational level).
♦ Leadership and Managerial (L&M) Skills.
♦ Management of Electrical and Electronic Control Equipment.

OPERATIONAL LEVELS:

Officer in Charge of a Navigational Watch (OICNW)

♦ ECDIS (Electronic Chart Display and Information Systems).
♦ OICNW Operational Level: 8-hour Leadership and Teamworking Skills.
♦ Specific assessments for upgrade endorsements during the transition period.

Officer in Charge of an Engineering Watch (OICEW)

♦ OICEW Levels: Engine Room Resource Management Course (35-hour), and Leadership and Teamwork Skills (8-hour).
♦ Specific assessments for upgrade endorsements during the transition period.

UNLICENSED ENDORSEMENTS:

Deck and Engine: To date, no additional training requirements.
<table>
<thead>
<tr>
<th>Time Line</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective Dates</td>
<td>Convention, Regulation or Policy</td>
</tr>
<tr>
<td></td>
<td>Notes</td>
</tr>
<tr>
<td>Aug 1, 2013</td>
<td>Maritime Labor Convention</td>
</tr>
<tr>
<td></td>
<td>Minimum rest periods for officers and crew.</td>
</tr>
<tr>
<td></td>
<td>Final Rule. The clock starts.</td>
</tr>
<tr>
<td>Jan 1, 2014</td>
<td>VSO/VPDSD/SA Endorsements</td>
</tr>
<tr>
<td></td>
<td>Security endorsement updates required.</td>
</tr>
<tr>
<td>Mar 24, 2014</td>
<td>Start date for new STCW Rules.</td>
</tr>
<tr>
<td></td>
<td>Mariners starting service and / or training on or after this date must meet the new requirements of the Final Rules. Various grandfather provisions (see NVIC 02-14) for existing mariners.</td>
</tr>
<tr>
<td>Apr 1, 2014</td>
<td>Medical Certificates</td>
</tr>
<tr>
<td></td>
<td>Mariners sailing foreign must have medical certificate. Others to follow over a 5-year period.</td>
</tr>
<tr>
<td>Dec 31, 2016</td>
<td>Last date to renew credentials under STCW transition period</td>
</tr>
<tr>
<td></td>
<td>Last date to renew before the full implementation of STCW and Final Rules. Also, last day for mariners to be exempt from formal assessments.</td>
</tr>
<tr>
<td>Jan 1, 2017</td>
<td>ECDIS Training Required</td>
</tr>
<tr>
<td></td>
<td>All Deck Officers on vessels so equipped.</td>
</tr>
<tr>
<td>Jan 1, 2017</td>
<td>Management Level - Leadership and Managerial Skills</td>
</tr>
<tr>
<td></td>
<td>All STCW Management Level (Deck &amp; Engine).</td>
</tr>
<tr>
<td>Jan 1, 2017</td>
<td>Operational Level - Leadership and Teamwork</td>
</tr>
<tr>
<td></td>
<td>All STCW Operational Levels (Deck &amp; Engine).</td>
</tr>
<tr>
<td>Jan 1, 2017</td>
<td>New AB-D and AB-E</td>
</tr>
<tr>
<td></td>
<td>New unlicensed STCW Endorsements</td>
</tr>
<tr>
<td>Jan 1, 2017</td>
<td>Full Enforcement of STCW</td>
</tr>
<tr>
<td></td>
<td>Manila Amendments and Final Rules in full effect.</td>
</tr>
<tr>
<td>Mar 24, 2019</td>
<td>End of Transitional Provisions for National Endorsements</td>
</tr>
</tbody>
</table>
1) **Question**: Do mariners have to meet the new renewal requirements for basic training by 1 January 2017, or will it be at first renewal after 1 January 2017? **Answer** – Mariners must comply with 46 CFR 11.302(b) and 12.602(b), as applicable, at the first renewal after 31 December 2016. Until that date, mariners may renew using the regulations and policy in effect before 24 March 2014. *(USCG STCW FAQ page)*

2) Anyone who does not have one year of sea time in the last five years and does not have a current valid BST and Advanced Fire Fighting endorsement must retake the entire BST and Advanced Fire Fighting classes. This would include anyone that is bringing their license out of "continuity."

3) Engineering Officers with STCW Management level license (1st A/E or Chief) must show completion of training for the following courses:
   - a.) Leadership and Management
   - b.) Engineroom Resource Management
   - c.) Management of Electric and Electronic Control Equipment

   If this training is not documented in your MMC before Jan. 1, 2017, your license will not be valid to sail on a foreign voyage after this date. The Calhoon M.E.B.A. Engineering School is currently offering both the Leadership and Management and the Engineroom Resource Management courses. These courses will be offered frequently in the coming months and years. A 2-week Management of Electric and Electronic Control Equipment course (MEECE) has been approved by the USCG for 3rds and 2nds upgrading to the STCW Management-level. A 1-week MEECE Course has been approved by the USCG for 1st A/Es and Chiefs seeking renewal before 1/1/2017.

4) Deck Officers with a Management level license (Chief Mate and Captain) must show completion of training for the Leadership and Management course. If this training is not documented in their MMC before this date, their license will not be valid to sail on a foreign voyage after this date.

5) Deck Officers that are assigned to vessels with ECDIS and ARPA equipment must show documentation of training on this equipment.

   *The Calhoon M.E.B.A. Engineering School has also requested that the USCG accept previous completion of several of their approved courses to be equivalent for some or all of the training required. Once this is clarified, the information will be released.*

---

**WARNING!!**

Any member or applicant two or more years in arrears will be reviewed by M.E.B.A.’s District Investigating Committee (DIC) to be dropped from the membership or applicant rolls. If you are in arrears and wish to retain your membership or applicant status, you must contact Headquarters immediately to make payment and return to good standing before the DIC meets.
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Frank L. Brittingham, Stephanie P. Brown, MBA,
Mark E. Engberg, CFP®, Shelly M. Mullins, Bruce W. Robson, CFP®,
Andrew H. Benjamin, Kimberly A. Bateman, Sandra M. Hearne

*Not Pictured: Navarone F. Simpson*

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Recipe for Disaster: Safety Concerns on Panama Canal Are Hard to Swallow for M.E.B.A. Affiliate

The M.E.B.A was formed in 1875 to counteract intolerable safety cultures and working conditions foisted upon engineers serving aboard vessels of the day. Today, our country enjoys the highest labor safety and environmental standards in the world thanks to those early battles.

M.E.B.A. is an international union and one of our affiliates is not beholden to the type of government scrutiny that helps protect worker safety in this country. The Unión de Ingenieros Marinos (UIM), which represents mariners on the Panama Canal, was formerly a division of the M.E.B.A. But when the Panama Canal Zone reverted back to the Panamanian government on the last day of 1999, that relationship was no longer tenable. M.E.B.A.’s legal relationship and ability to represent its Panama Canal bargaining unit members became subject to the U.S./Panama Treaty Agreement making direct representation difficult. As a result, our Panamanian friends became autonomous affiliates of the M.E.B.A. in 2002 and we continue to enjoy a strong working relationship.

The 44-mile Canal is undergoing a massive $5.3 billion expansion expected to conclude by 2015. Along with widening and deepening, two new sets of locks will be introduced as well as new channels. The Panama Canal Authority (ACP), a government agency, oversees the operation and management of the Canal. But the UIM and other unions representing a total of 9,000 maritime workers on the waterway have accused the ACP of relinquishing its emphasis on safety in favor of its lust for financial savings. UIM General Secretary Luis Yau Chaw and Counselor Rolando Arrue informed the M.E.B.A. that ACP’s reduction of worker protections, the diminishing of inspection requirements and inadequate standards of certification are creating a situation where an accident on the Canal is imminent.

More than 14,000 ships transit the Canal each year. But ship traffic is at risk, the unions contend, because of the unforgiving work schedules forced upon workers coupled with training deficiencies. The little training offered to tugboat officers, the UIM declared, is “faulty, unscientific and hurried.”

An adversarial management system is helping to compound the scope of the problem. Chaw and Arrue pointed out that the ACP, which is responsible for inspection of its own equipment, is thumbing its nose at international safety regulations and maritime conventions to which Panama is signatory. “The Panama Canal’s daily operation is a risky business as we all know,” the UIM told the M.E.B.A.

“Workers laboring under this kind of duress will sooner or later be the cause and victims of a string of serious marine accidents.”

Panamanian maritime unions have repeatedly petitioned the Authority for change but their warnings have been dismissed out of hand. UIM noted that the tug safety inspection certificate had previously been amended to require a licensed chief engineer aboard the tugboats 24/7. However, they say the Authority altered minimum safe manning of the certificate so they could crew the tugboats with less skilled engine room personnel.

continued
M.E.B.A. penned a strongly worded letter to the Authority and the new Panamanian President Juan Carlos Varela, as well as other associated parties. The letter, written by M.E.B.A. President Marshall Ainley, expressed alarm about the ACP’s “gross negligence and shocking degradation of Canal oversight.” He warned that, “unrelenting work schedules have promoted unprecedented levels of fatigue. A lack of vessel maintenance as well as the operational limitations and deficiencies of Canal tugboats is increasing the possibility for a marine accident.”

“On its current course,” he concluded, “I fear that it will take a maritime incident to finally expose to the world the extent of the ACP’s abandonment of minimal safety protocols.”

The Canal unions say the ACP has failed to adequately recognize an appropriate level of respect to labor regulations, decisions by the National Labor Relations Board and compensatory guarantees. In addition, they say the Authority has not acted in good faith in collective bargaining.

The campaign to highlight the problems on the Canal was recently stepped up after the International Transport Workers’ Federation (ITF) took up the cause. Two fact finding missions by the ITF corroborated ACP’s complicity in the deterioration of Canal safety.

Together with the Panamanian unions, ITF submitted an application to the International Labor Organization’s Committee on Freedom of Association (CFA) alleging ILO Convention violations by the ACP.

The stakes are high, the UIM noted, but there is still time to avert a maritime disaster and salvage the integrity of the Canal. “An unsafe Canal,” they concluded, “will surely affect international commerce and the maritime industry for years to come.”
Otis Doe and the SS ST. CROIX

Many thanks to member Claudia Cimini whose interest and valuable research of old Local 38 (Seattle) has helped recapture some forgotten M.E.B.A. history…

In 2009, Seattle M.E.B.A. members embraced a piece of their history through the re-discovery of the M.E.B.A. Local 38 monuments in Mount Pleasant Cemetery. Since then, new cenotaphs have been placed and dedicated to honor those whose grave is the sea, and research continues in order to honor the memory of those who came before us.

Local 38 M.E.B.A. engineer Otis Doe was the son of Stephen and Frances (née Martin), born in Minnesota on September 4, 1864. The Civil War’s Battle of Atlanta had just occurred and General Sherman was getting ready to head further south on his “March to the Sea.”

By the beginning of the 20th century, Otis had made the Pacific Northwest his home. He was a member of Local 38 and was listed in the 1902 M.E.B.A. Annual Blue Book. His Seattle address was given as the SS COTTAGE CITY. On December 22, 1902 he married Marie (Mamie) Pfister at Trinity Parish Church in Seattle. Rector Herbert Gowen performed the ceremony. The newlyweds were able to celebrate Christmas together before Brother Doe returned to sea.

In 1909, Otis Doe was sailing as Chief Engineer on the SS ST. CROIX. The 240’ 1993-ton Bath Iron Works-built ship was owned by the Schuback-Hamilton Steamship Company. The ripples of the 1907 financial panic didn’t reach Seattle until about 1910 when cargo tonnage on the waterfront decreased and competition between shipping companies for freight and passengers began to rise. In April 1909 the ST. CROIX moved south to compete in the lucrative San Pedro to San Francisco cargo and passenger trade.

Chief Doe seems to have been a conscientious engineer who valued the input of his assistants. But on November 10, 1909 the ship was enroute from San Pedro when Chief Doe attempted to get a boiler valve to lift off its seat. As the New York Times reported, the bonnet blew out “and in the rush of steam that followed, Engineer Otis Doe lost his life.” He was fatally scalded by steam under full boiler pressure. The ship was 12 hours late arriving in San Francisco on November 12, bearing the body of Otis Doe. His remains were transported to Portland, OR and interred in Riverview Cemetery on November 16, 1909. Mamie passed away on June 12, 1920 in Long Beach, California, and was laid to rest beside her husband.

The SS ST. CROIX’s reputation as a “hoodoo ship” was now solidified. At 0500 on November 20, 1909, the ST. CROIX left San Pedro for what would be her last voyage. A fire started just before the noon meal service and quickly spread. Captain Fred Warner steered the ship toward land near California’s Point Dume and rang “Finished with Engines” on the ship’s telegraph as he gave the order to abandon ship. The tackle failed on one of the lifeboats during its launch, spilling passengers into the sea. Pantry boy Sidney Finley jumped in to rescue a woman and her baby. The passengers were able to get back into the lifeboat and rowed 7 miles in calm water to shore. As the Walla Walla Evening Statesman reported, Mrs. Haven, a Stewardess, refused the order to leave the ship on the second boat with the women passengers, stating: “No - I’m a seaman and belong with the rest of the crew. I’ll stay here until you go.” She continued to assist passengers with the launching of boats before leaving with the officers in the final lifeboat. The evacuation of the ship was remarkably calm and orderly.

The SS CITY OF TOPEKA later sighted the ST. CROIX, engulfed in flames, about 3 miles offshore. The ship circled for about an hour in the fog looking for signs of life – never realizing that passengers and crew were on shore nearby. Captain Warner had probably already begun the 18 mile hike over rough terrain to the nearest telephone. The CITY OF TOPEKA reported the doomed vessel and continued on its voyage. Los Angeles based reporters hastily drove toward the location reported by the CITY OF TOPEKA (about 14 miles north of Santa Monica) in a car packed with provisions in case of survivors. These L.A. newspapermen provided the first assistance to the passengers and crew of the SS ST CROIX after their ordeal.

The only injuries sustained by passengers or crew were minor and occurred when the lifeboat tackle failed. “That no lives were lost,” the San Francisco Call declared, “was due solely to the skill and bravery of officers and crew.”

Portland, Oregon’s Riverview Cemetery – the final resting place of Otis Doe and his beloved Mamie.
M.E.B.A. members understand that most shipping powers enjoy their own version of the Jones Act. Yet our overseas partners frequently seek revisions or elimination of U.S. cabotage laws to allow foreign interests to take root in our domestic shipping. Canada’s own Merchant Marine is teetering on the brink of extinction after their country agreed to sacrifice key cabotage statutes during international trade talks, subject to parliamentary approval. The agreement would allow European and Flag of Convenience vessels to trade between Canadian ports with no restrictions on crew nationality, wage level or working conditions.

Such an arrangement in this country would sound the death knell for U.S.-flag shipping. But fortunately, thanks to the M.E.B.A. Political Action Fund and educated lawmakers, such a situation has not yet manifested itself in our country. P.A.F. contributions are critical in helping to stave off attacks on our own Merchant Marine. The P.A.F. has been relied upon heavily and has paid major dividends for U.S.-flag shipping over the years.

For example, several years ago regulations promulgated by the Environmental Protection Agency were set to eliminate a substantial number of vessels shipping on the Great Lakes as well as a sizeable portion of industry jobs. Because of the M.E.B.A.’s relationship with key members of Congress, those lawmakers wheeled into action, brokered a deal and spared Great Lakes shipping from the EPA axe.

The P.A.F. gives us the opportunity to foster relationships with Members of Congress and educate them about the vital role we play. Canadian unions don’t enjoy a comparable PAC structure to ours and the potential loss of their Merchant Marine is a result. Members should understand that the P.A.F. is a crucial weapon in protecting their jobs. If the U.S. Merchant Marine is to continue to remain healthy, we need greater participation from the membership in this important Fund.

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

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 2013. The list is broken down into four categories and members and retirees are listed alphabetically within each grouping.
Port Relief Engineers with crewmembers aboard the APL THAILAND (l-r) including Romualdas Videika, Joe DeSanti, Eric Brandt, Wendall Wilson (partially hidden), 1st A/E Kwaku Oppong-Addae, C/E Vic Raines, 2nd A/E Tom Stillwachs and Kings Point Cadet Alanna McNiece.

M.E.B.A. officers prowl both deck and engine room of the NCL’s PRIDE OF AMERICA. In this shot, down below are 3rd A/E Dan Luglio, 3rd A/E Dan Earle, 1st A/E Bryan Long, 2nd A/E Andrew Goodman, Reefer Scott Haines and Kings Point Engine Cadet Robert Tirito.
### Calhoon MEBA Engineering School
#### 2015 Course Schedule – MEBA Members

<table>
<thead>
<tr>
<th>Course</th>
<th>Duration</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ADVANCED FIRE FIGHTING</strong></td>
<td>(1-Week Course)</td>
<td>August 31 – September 4</td>
<td></td>
</tr>
<tr>
<td><strong>ADVANCED METEOROLOGY</strong></td>
<td>(1-Week Course)</td>
<td>February 2 – February 6</td>
<td></td>
</tr>
<tr>
<td><strong>ADVANCED PIPE WELDING</strong></td>
<td>(2-Week Course)</td>
<td>December 7 – December 18</td>
<td></td>
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<tr>
<td><strong>ADVANCED SHIPHANDLING</strong></td>
<td>(2-Week Course)</td>
<td>February 9 - February 20</td>
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<td><strong>ADVANCED STABILITY</strong></td>
<td>(1-Week Course)</td>
<td>February 23 - February 27</td>
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<tr>
<td><strong>BASIC OIL &amp; CHEMICAL TANKER OPERATIONS</strong></td>
<td>(1-Week Course)</td>
<td>March 2 – March 6</td>
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<tr>
<td><strong>BASIC SAFETY TRAINING</strong></td>
<td>(1-Week Course)</td>
<td>April 13 – April 17</td>
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<td><strong>CADET COURSES</strong></td>
<td>(3-Week Course)</td>
<td>July 13 – July 31</td>
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<td><strong>CMEO</strong></td>
<td>(1-Week Course)</td>
<td>October 26 - October 30</td>
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<td><strong>CONFINED SPACE-TANK ENTRY OPERATIONS</strong></td>
<td>(1-Week Course)</td>
<td>April 27 – May 1</td>
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<tr>
<td><strong>CONTAINER REFRIGERATION</strong></td>
<td>(2-Week Course)</td>
<td>February 9 - February 13</td>
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<tr>
<td><strong>DAMAGE CONTROL / CBRD</strong></td>
<td>(1-Week Course)</td>
<td>August 24 – August 28</td>
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<td><strong>DIESEL ENGINEERING</strong></td>
<td>(6-Week Course)</td>
<td>April 13 – May 22</td>
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<td><strong>ECDIS</strong></td>
<td>(1-Week Course)</td>
<td>October 26 - October 30</td>
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<td><strong>ENGINE ROOM RESOURCE MANAGEMENT</strong></td>
<td>(1-Week Course)</td>
<td>February 2 – February 6</td>
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<td><strong>FAST RESCUE BOAT / REFRESHER</strong></td>
<td>(1-Week Course)</td>
<td>August 3 - August 7</td>
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<td><strong>GAS TURBINE ENGINEERING</strong></td>
<td>(4-Week Course)</td>
<td>February 2 – February 27</td>
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<tr>
<td><strong>INDUSTRIAL ELECTRONICS</strong></td>
<td>(4-Week Course)</td>
<td>October 19 - November 13</td>
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<td><strong>INSTRUMENTATION</strong></td>
<td>(3-Week Course)</td>
<td>August 17 - September 4</td>
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<td><strong>LEADERSHIP &amp; MANAGEMENT</strong></td>
<td>(1-Week Course)</td>
<td>February 23 – February 27</td>
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<tr>
<td><strong>LEARNING &amp; DEVELOPMENT</strong></td>
<td>(1-Week Course)</td>
<td>August 17 – September 4</td>
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<td><strong>MARINE ENGINEERING</strong></td>
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<tr>
<td><strong>MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY</strong></td>
<td>(2-Week Course)</td>
<td>March 9 - March 20</td>
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<td><strong>MARINE ELECTRICAL SYSTEMS</strong></td>
<td>(4-Week Course)</td>
<td>August 10 – September 4</td>
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<td><strong>MEECE REFRESHER</strong></td>
<td>(1-Week Course)</td>
<td>January 12 – January 16</td>
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<td><strong>MINING</strong></td>
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### ENROLLMENT PERIODS
- For classes held during January 1 to June 30, applications are accepted starting Monday, November 3, 2014.
- For classes held during July 1 to December 31, applications are accepted starting May 1, 2015.
- Based on application volume, CMES will be adding STCW-related course offerings throughout the year.
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.”

ROBERT CLYDE BAKER

Robert Baker steamed into the hereafter on May 5, 2014 at the age of 86. He was born in Newton, MA in 1927. He suited up with the M.E.B.A and turned wrenches as an engineer for 20 years sailing all over the globe. He last shipped out in 1974. Robert later went to work at Canal Electric as an Engine Room Supervisor. He leaves behind the mother of his children Virginia, daughters Lesley Cook and Lauren Schilling, and sister Muriel Gray. He also leaves behind his grandchildren Kristen Doherty, Kerri Cook, Robbie and Molli Mercer and great-grandchildren Caden and Paige Doherty. He will be greatly missed.

JOHN F. BARTEK

Eight bells rang for John Bartek on December 19, 2013 at the age of 61. He leaves his wife Patty, his daughters Elizabeth and Ashley and three brothers Robert, Steven and Richard. In addition, he is survived by his future son-in-law Adam Harris, a nephew and nieces, a pain-in-the-butt grand-dog and the “babiest of kitties” Chaquita. John grew up in Wallingford, CT with five brothers. They spent summers on Seaside Ave in Westbrook causing plenty of trouble. John graduated from Xavier High School and Maine Maritime Academy. He sailed as a mariner for over thirty years, retiring as Master. Most recently, he worked as Ships Superintendent for Logistic Corp. on the New London State Pier. His love for the ocean extended throughout his life from Westbrook, CT to Seabrook, NH to Bremerhaven, Germany. John was a charter member of the Essex Corinthian Yacht Club and in his semi-retirement, became an active member at Westbrook Elks BPOE # 1784, where he and Patty volunteered for a number of events and made many lasting friendships. John was a dedicated fan of UConn Women’s Basketball, the New England Patriots and the Boston Red Sox, seeing at least one game a year at Fenway. He captained Ashley through multiple hikes of Mt. Monadnock and a walk through Europe, and Elizabeth through a job change, car troubles and much, much more. He even tried to captain his two unruly teenage girls from Haifa, Israel—it mostly worked, except for that one time when “Crashley” drove through the closed garage door. John enjoyed sitting with Patty on their back deck feeding birds and the neighbor’s chickens, though the moving of Patty’s jungle-like plants in and out for the season was always a dreaded task. Scratch-offs and pull-tabs were a daily activity, with much of the winnings donated to local charities. Life Choice Donor Services would like to thank the Bartek family for their donation of John’s organs.

WILLIAM F. BECK

William Beck set sail for uncharted waters on Sept. 17, 2013 at the age of 92. Bill was the beloved husband of the late Barbara Beck; the loving father of Barbara Beck-Camacho and John Beck; the cherished grandfather of Christina and Stephanie; and the dear brother of the late Gertrude Nyden and Capt. Hans G. Beck. He was a US Navy veteran serving in WWII from 1943-1946 then joined the M.E.B.A. and shipped out for almost 50 years before retiring in 1996. He last shipped out for Nicholas Bachko Company in 1994.

BERNARD EDWIN CHISHOLM

Bernard Chisholm stood his final watch on November 28, 2013 at the age of 75. He last sailed as Chief Engineer in the Horizon Lines fleet in 2003 before taking retirement later that year. Born in the Cayman Islands, he was a member and Elder of First Presbyterian Church; Arlington Lodge No. 309, F&AM and a member of the Scottish Rite Bodies and Morocco Temple of the Shrine. Survivors include his wife Dorothy, daughters Jane (David) Martinez and Chrystal (Marko).
Edwards, son Bernard (Kathy), three sisters, a brother, four grandchildren and many nieces and nephews.

LLOYD WOODROW CROMWELL

Lloyd Cromwell rose above the horizon on November 23, 2013 at the age of 87. Born in West Bay, Grand Cayman, he last shipped out aboard the SS PONCE, a vessel operated by Puerto Rico Marine. In 1985 he took his well-deserved retirement. A loving husband, father, grandfather, brother and friend, he was an Army veteran who spent more than 40 years as an M.E.B.A. engineer traveling to nearly every corner of the world. He is survived by his wife of 61 years Joan; sons Lloyd W. Jr., Tom, Jimmy and Tim; eight grandchildren; three great-grandchildren, and sisters Nella Jane and Alice Kirkland.

HARLAN PITZER CROUCH, JR.

Harlan Crouch, Jr. shipped off to his final destination on July 3, 2014 at the age of 43. Harlan was born in the Panama Canal Zone and attended schools in Gamboa and Balboa. After high school, he spent several years at sea on a tugboat. Later he attended Panama Canal College. He was honored to receive a congressional appointment to the U.S. Merchant Marine Academy at Kings Point from which he graduated in 1996. After graduating, he spent several years at sea then started a business (Cocobolo Inc.) importing and selling exotic tropical hardwoods. He loved growing things, especially exotic plants. He was a master craftsman, having won several blue ribbons at the state fair for his beautifully turned bowls and vases made of Panamanian hardwoods. On December 14, 2012, he wed the love of his life Caroline Hinkle. They lived in Safety Harbor, Florida and Panama. He then resumed his seagoing career serving as Second Mate aboard the LIBERTY PRIDE. But an accident in a shipyard in Bahrain claimed his life before he was able to see his son Harlan P. Crouch III – born just over a month later. Harlan Jr. is also survived by brothers Guthrie, Walter, Chad and Olin. In the wake of the accident, M.E.B.A. members showed their solidarity to help assist the Crouch family. The family was devastated by the loss of Harlan Jr., but the birth helped provide a measure of hope and encouragement and, in a sense, allows our M.E.B.A. brother to live on.

MILTON LAWRENCE DUVALL

Milton Duvall pushed off toward his final frontier on November 10, 2013 at the age of 91. He graduated from California’s Benicia High School in 1941 then attended the U.S. Merchant Marine Academy at Kings Point, graduating in 1944. He then was drafted into the US Navy and served as an assistant engineer officer on supply ships during WWII in the Pacific. After the war, he continued shipping out with the M.E.B.A. retiring from Chevron USA after 31 years. Milton loved traveling so his retirement years included traveling extensively and moving to different locales until he got the urge to try another place. He is survived by his former wife Kay Ryerson; step-son Mike Ryerson and step-daughter Eve Carty.

SAMUEL L. FABROCINI

Sam Fabrocini sailed into the next life on April 13, 2014 at the age of 88. Samuel served his country honorably with the M.E.B.A. during WWII, Korea and Vietnam en route to a 40 year career serving in ship engine rooms. Among others, he worked for American Export Lines and Farrell Lines which he sailed for shortly before his retirement. In his leisure time he enjoyed skiing, hiking, biking, racquetball and was a member of Health Trax, East Longmeadow, MA. He is survived by his wife of 54 years Angela as well as his children Sandra O’Neill, Bill and Robert; grandsons Michael O’Neill and Andrew O’Neill and Trey Fabrocini; his sister Elsiria Brandoli and many nieces and nephews.

LEVI L. FISHER

Levi Fisher reached his journey’s end on October 28, 2013 at the age of 88. He joins his wife Artha, who died in 2010. Levi had a lengthy and productive shipping career that wound down in 1995 soon after he last shipped out with American President Lines. He was a resident of Mercer Island, Washington and is survived by his daughter Myrtle and son Levi.

EDWARD C. GALLAGHER JR.

Edward Christian Gallagher Jr. set sail on the last voyage of his earthly life on September 15, 2014 at the age of 76. Edward was born in Detroit Michigan on March 24, 1938. He served in the U.S. Navy for nearly six years in the early 1960s. In 1967, he married his longtime sweetheart whom he met while stationed in Okinawa, Japan. A seaman at heart, Edward continued to serve his country and provide for his family as a civilian from 1990 until 2014 with the Navy’s Military Sealift Command. A former QMED and NMU/SIU member, he made application with the M.E.B.A. in 2004 and continued sailing in the MSC fleet as an engineer. He is survived by his wife of 47 years, Mitsue Teruya Gallagher, son Edward Christian Gallagher III, daughter Zhenna Gallagher Thompson, son-in-law T.D. Thompson and two beautiful granddaughters Maya Zhenna Gallagher and Isla Quinn Thompson. He is also survived by many siblings, nieces and nephews. Ed always said he owed his life to the sea so it’s only fitting that he will be buried at sea at a future date when his loved ones can join together to celebrate his life and scatter his ashes.
ARMAND D. GRANT
The keys went silent for Armand Grant on October 25, 2013 at the age of 89. He had a productive and colorful career crossing the globe while keeping the lines open in ship radio shacks for many years. A member of the ROU, he last shipped out for Sea-Land Service in 1986 aboard the SEA-LAND PIONEER. Very independent-minded and unwilling to allow any tethers tame his wild spirit, Armand was a proud, lifelong bachelor.

CARL W. GRAVES
Carl Graves made his final crossing on January 30, 2014 at the age of 90. Born in Lafayette, IN, Carl joined the M.E.B.A. during World War II and shipped out for 24 years. Following his maritime service, he put his engineering experience to work as an employee of DeLaval Turbine (later Transamerica) from which he retired in the late 1980s. Known for his quick wit and generosity, he will be deeply missed by family, friends and neighbors. Predeceased by his beloved Martha Jean, he is survived by daughters Vicki Ferguson, Linda Salansky, Carleen Dunn and son Carl A. Graves, as well as by grandchildren Christofer, Rachel, Nick, Claire and Parker.

ROBERT J. HILL
Robert Hill set course for calmer waters on January 14, 2014 at the age of 75. He sailed all over the world for a variety of shipping companies and, like all M.E.B.A. officers, supported national security in times of war and kept our economy moving in times of peace. He last shipped out for American President Lines before his 1996 retirement. He is survived by his wife Laurel and children Sarah, Heather, Rhonda and Paul.

DAVID E. HOFFMAN
David Hoffman shipped off toward his final destination February 7, 2013 at the age of 57. A skilled engineer, David last sailed on the APL PHILIPPINES in 2005 before filing for retirement the following year. He is survived by his wife Kanjanavadee and sons Daniel and Andrew.

DARRELL J. KEATON
Darrell Keaton sailed into safe harbor on October 21, 2013 at the age of 90. He had a long and prosperous shipping career that was the source of fond memories and endless stories for the rest of his life. His seafaring life wound down in the early 1980s. Darrell made his home in Stevensville, Montana and is survived by daughters Joyce McGraw and Sharon Keaton as well as son Paul. He joins his wife Rose who died in 2011.

FRANK LAURITO
Frank Laurito, Headquarters staffer, gentleman, accounting wizard and all-around good-guy sailed into the sunset at the age of 85. Frank was hired on by the M.E.B.A. during the presidency of Herbert Daggett in 1956 after having worked on Wall Street. He went to work at M.E.B.A. Local 33 (New York) on 752 Broadway working under Bud Lamy. At that time M.E.B.A. Headquarters was also in the Big Apple, at Battery Park. He became close with Leon Shapiro, Charlie Black, Jesse Calhoon and Roy Luebbe among many others. When Headquarters was relocated to Washington D.C. in the summer of 1977, President Jesse Calhoon lured Frank away from the New York hall to serve as Comptroller at 444 North Capitol Street. Once in a while they let him out of the office, like when he and Jesse scoped out the property in Easton, MD that would eventually become the site of the Calhoon M.E.B.A. Engineering School (CMES) relocated from 9 Light Street in Baltimore. Frank was part of the M.E.B.A. for many groundbreaking Union events. He was in on the front-end when the Union created the

District system and the Political Action Fund among other things and he worked behind the scenes during a busy and productive chapter in M.E.B.A. history. Those who knew him were lucky to hear him tell the inside scoop about all those momentous occasions.

He took a hiatus from the Union in the late 1980s soon after Jesse Calhoon retired and Frank then ran an auto insurance business in Gaithersburg, MD. It was a real blow when his wife Rita died in 1986. Frank was remembered after the Union ousted President DeFries from office in the early 1990s when M.E.B.A. democracy was reestablished. He was then brought back onboard first as a consultant by President Gordon Ward, then hired on full-time serving as Comptroller. 51 years after he initially saddled up with the M.E.B.A., Frank announced his retirement in 2007. He was always proud that he ran a clean operation for the Union and did things the right way. Frank appeared on the Marine Officer cover in 2003 when the Editor needed a willing participant to play the part of a Plans employee for the issue. He was always proud of it and showed off a framed copy of the magazine to all his friends and family. Frank bled M.E.B.A. blue & gold until his dying day – July 16, 2014. He lived out his final years in New York. Much of the current staff at Headquarters worked with Frank and remember him with a smile on their face and a tear in their eye. Staffers were on hand to bid him farewell at his burial by Rita’s side at the Gate of Heaven Cemetery in Silver Spring, MD. They purchased a brick in his honor that was placed in the Merchant Marine Memorial garden at the CMES. Mr. Frank will always be a part of the M.E.B.A.

THOMAS C. LAWSON
Thomas Lawson climbed the gangway to the great beyond on January 30, 2014 at the age of 95. Tom was born and raised in the Prentis Park neighborhood of Portsmouth, Virginia, to parents Dwight M. Lawson and Kate
Kirtley Lawson, who were originally from Gloucester and Goochland counties respectively. He attended a nearby grammar school, and until late in life could remember the names of all eighteen of his first grade classmates as well as the teacher. With an excellent memory for people, places and events, Tom was often a source of information for friends and family alike. He was a proud graduate of Portsmouth’s Woodrow Wilson High School and co-captained the 1937 football team. In early 1943, he graduated from the Apprentice School at Newport News Shipbuilding and soon joined the M.E.B.A. and shipped out in support of his country during World War II. He continued performing engine room miracles until the early 1970s. He then moved to rural Isle of Wight County and was active in the county Ruritan Club for many years and a volunteer for Meals on Wheels in Suffolk. Tom enjoyed watching sports, gardening, fishing, playing Santa Claus during the Christmas holidays, visiting friends and singing popular songs from his younger days, usually in the mornings. In the mid-1980s Tom and his brothers Glen, John and George re-established the Gridiron club, a group of WWHS alumni who met twice a month to renew acquaintances and enjoy old times. The club still meets to this day. Tom was preceded in death by his wife of 49 years Alice Darden Lawson. He is survived by his son David (Constance), grandchildren Simone and Holly (Jorge), great-grandchildren Kamilo and Ari, and several nieces and nephews.

JAMES R. MAHONEY

Jim Mahoney crossed the final bar on April 23, 2014 at the age of 53. He was a graduate of the Calhoon M.E.B.A. Engineering School and respected shipmate of many a member. He sailed out of the M.E.B.A. Union hall in New Jersey. Jim is survived by his four sons, Jim, Liam, Sean and Malachy; his parents Joe and Eileen and his three siblings Joseph (Dawn), Brian (Michelle) and Annette Cross (Dave), as well as three nieces and seven nephews.

ETHEL V. MATHISON

Ethel Mathison concluded her earthly journey on March 14, 2014 at the age of 88. Ethel turned in many excellent years of service at the Diagnostic Center in Baltimore. She retired in late 1988. The beloved wife of Melvin Mathison, she is survived by a host of nieces and nephews.

GEORGE E. MURPHY

George Murphy, sailed into the sunset on June 4th, 2014 at the age of 90. George was a graduate of the Massachusetts Maritime Academy. He took part in the Normandy invasion on the Liberty ship SS CLARA BARTON, which ferried troops to Utah Beach. The vessel was grazed by a German tank shell but a sister ship, the SS CHARLES MORGAN, took a direct hit and had heavy casualties. “Moving into Utah Beach on D-Day, the sky was filled with Allied and Axis planes. It looked like a huge fireworks display with the tracer bullets from over two hundred ships filling the blue sky,” George recalled in his 1995 memoir, It Didn’t Happen on My Watch. He also served on the Liberty ship SS HENRY W. LONGFELLOW during the war. He received the WWII Victory Medal, Atlantic War Zone Medal and Mediterranean Middle East War Zone Medal. He stayed at sea after World War II and built a career with United States Lines. A member of the Naval Reserve, he also served in the Korean and Vietnam wars and received medals for his service. He retired as a port engineer, responsible for mechanical work on U.S. Lines cargo ships. In 1988, the thousands of merchant seamen who saw duty in World War II received veteran status making them eligible for pensions, health care and other benefits. George had helped lobby for the change. “What really stuck in his craw was that for most of the medals he was due, he was given the ribbons but was told by the government that he had to buy the medals,” George’s son Timothy said. He and other merchant marine veterans were honored in 2010 by the Russian Consulate General’s Office in New York for delivering critical military supplies to Russia during World War II. His other self-published memoir, Scuttlebutt, came out in 2002. “Dad would always tell us his sea stories and we’d tease him about the embellishments,” another son, Stephen, said. “Our mom finally convinced him to write down the stories, and the books followed.” George sold the books through a website and maritime trade journals. He stayed active till the end. In March, he sent a folksy fundraising letter to members of the American Merchant Marine Veterans’ Dennis A. Roland Chapter of which he was vice president. He reminded his comrades not to forget the chapter’s annual gala at the Town and Country Inn in Keyport. “Bring your appetite and dancing shoes,” he wrote. He signed off with, “Keep your bilges dry!” He was also a third degree member of the Knights of Columbus, and a member of the American Legion Post 0207. He is survived by sons Stephen, Morgan and Timothy, 14 grandchildren and six great-grandchildren. He was predeceased by his first wife, Priscilla and second wife Pauline, who had been his high school sweetheart in Massachusetts; sons Michael and Damien and an infant daughter, Susan.

LOUIS A. NYIRI

Lou Nyiri sailed into another life on February 26, 2014 at the age of 83. He served in World War II with the U.S. Navy before joining the M.E.B.A. and shipping out soon after. He last sailed as Chief Engineer.
aboard the USNS MAJOR STEPHEN W. PLESS for Waterman Steamship. In 1999, he hung up his calipers and took his well-deserved retirement. Lou was a member of the State College Presbyterian Church where he served as a deacon. He was also a member of the F&AM Lodge #268 in Bellefonte, PA and the State College American Legion Post 245. He was preceded in death by his wife of 54 years, Ethel, who died in 2012. He is survived by daughters E. Valarie Nyiri and Luann Nyiri-Weaver, son Rev. Louis Nyiri II, grandchildren Arnie, Melinda and Joseph Hutchings and Alex Nyiri, and great-grandchildren Erik and Jackson Hasty.

**JOHN FRANK OBRYCKI JR.**

John Obrzycki steamed into the afterlife on July 6, 2013 at the age of 89. He was a resident of Orlando, FL. Born in Wilkes-Barre, PA, his stellar career as a merchant mariner spanned almost five decades serving in World War II, Korea and Vietnam. John earned his Chief Engineer’s license as a young man and demonstrated his expertise aboard ship for a variety of companies and on many different vessels. After a well-deserved retirement in February of 1987, John and his wife Mary settled in Sarasota, FL. He was widowed on May 3, 2012 when his beloved wife Mary passed. He is survived by his loving children, son John W. Obrzycki and wife Susan, daughter Sharon T. Griebe and husband Bob, and three devoted grandchildren, Kelly, Bobby and Ariel.

**RUBE FRANKLIN OWENS**

Rube Owens sailed off to his final port of call on July 9, 2014 at the age of 85. After his discharge following four productive years in the Navy, he shipped on the Great Lakes for almost four years where he met his surviving wife of 51 years – Rita Gummerson from Marquette, Michigan. Together, they had son Timothy W. Owens. Rube has a daughter, Patricia Haley, from his first marriage. He is survived by two sisters, a half-sister, a half-brother, three grandchildren, three great-grandchildren and one great-great-grandchild.

**ERIC W. PETERSON**

Eric Peterson made the big jump on August 21, 2013 at the age of 66. He graduated from Stearns High School in Millinocket, Maine and from Maine Maritime Academy in Castine, Maine in 1969. Eric married Nancy Watson in 1970 and moved to Washington State in 1972. He began his seagoing career in 1969 as an engineer with American Mail Lines and then as a Chief Engineer for American President Lines. He was an avid sportsman enjoying fly-fishing, salmon fishing on the Columbia River, and bird-hunting with his beloved dogs. Eric and Nancy had three children: Trevor Peterson (Heather) and their daughter Abigail; Bror Peterson and his three children Carissa, Summer and Ryder; and Brent Peterson and his girlfriend, Allyn Cantor. He is also survived by three sisters, Donna Young, Laura Maloney and Susan Peterson as well as two brothers, James Peterson and David Peterson. Some of his closest family were other engineers that sailed with him over his 40 years at sea. During the five years of his illness, they and their families were a constant source of encouragement, prayers and sea stories.

**RALPH C. PRYOR**

Ralph Pryor awoke to life immortal on December 29, 2013 at the age of 93. He spent a fruitful career at sea sailing as Chief Engineer for many years. Ralph last shipped out in 1985 with Farrell Lines before hanging up his boiling suit and settling down in De Bary, FL. His first wife June died in 1987. He is survived by his second wife Joan as well as many family and friends.

**RAYMOND RATLEY**

Raymond Ratley made his farewell on September 19, 2013 at the age of 88. Raymond served his country proudly in the U.S. Coast Guard and then as part of the M.E.B.A. He is survived by his wife Maxine Hefley Ratley; sons Terry Cooper (Rebecca) and Dennis Cooper; daughters Karen Seward (Paul) and Kanda Wimberly (Keith); sister Lillian McMath; 15 grandchildren; 24 great-grandchildren and numerous aunts, uncles, nieces, and nephews.

**JAMES S. REEDER**

James Reeder made his last muster on September 4, 2013 at the age of 85. He sailed in ship radio shacks for years as a member of the Radio-Electronics Officers (ROU) a District of the National M.E.B.A. He last went to sea in 1994 with Farrell Lines before hanging up his headset the following year with his retirement. He was a resident of Houston, TX and is survived by nephew Randy Sims and niece Elizabeth Luton among others.

**WILLIAM N. ROHRER**

William Rohrer sailed into the next life on Dec. 22, 2013 at the age of 73. He honorably served his country for 30 years in the U.S. Coast Guard, a service distinguished with extraordinary achievements and true valor. He also worked as a pilot for Eastern Airlines, as a Radio Officer and more recently as a U.S. Customs and Border Patrol agent. He last shipped out aboard the CAPE DIAMOND in July 1999 for Marine Transport Lines. He was a proud member of Mensa, the Afifi Shrine and the Masonic Steilacoom Lodge #2, and the Tacoma Radio Club. Since the age of 14, he was an avid ham radio operator. He was a resident of Tacoma, WA and is survived by many family and friends.

**RUSSELL D. ROSENE**

Russell Rosene embarked on his final passage on August 23, 2014, at the age of 92. He was born in Massachusetts of
Swedish ancestry, moved to Flint, Michigan and later to Los Angeles, where he graduated from Hollywood High School and got his first job at Walt Disney studios. A radio officer, Russ served in both Pacific and Atlantic theaters of World War II. He was known for his stories and his sharp memories of the events of those years. At his death, he was a member of the Carl W. Minor chapter of the American Merchant Marine Veterans. He worked internationally with the United Nations, the Peace Corps, the American Friends Service Committee, and other organizations, which sent him to many countries throughout the world, especially to Latin America, where he became fluent in Spanish. He returned to the sea for his last years of employment, working with the Chevron Oil tanker fleet. When he finally hung up his headset, he had sailed in ship radio shacks for fifty years. Russ was very fond of Avila Beach, having moved there with his first wife, Nita, and young family in the early 1950s. Though he left many times to take up international positions, he kept returning to the San Luis Obispo area, living in Oceano and most recently in Shell Beach. He was frequently seen with his camera taking shots of the beautiful sights of the beaches, the rolling hills, trees, windflowers, and sunsets. “I am phototropic,” he would say, “I grow toward the light.” A gregarious personality, Russ was someone who truly loved life. He enjoyed outdoor adventures and meeting new people and learning about their lives. Infused with Quaker principles as a volunteer in the Gaza Strip in 1949, he was also a humanitarian, with an active interest in the plight of others. Married three times, he is survived by his wife, Beverly who died in 2001. The keys went silent for A Sealey on June 9, 2013 at the age of 88. He shipped out with the ROU and made sure his ships stayed “in the know” and had a distinguished career at sea. He last sailed with Sea-Land Service aboard the SEA-LAND EXPLORER before hanging up his headset in 1991. He joins his wife Beverly who died in 2001.

ROBERT J. SHIELD
Robert Shield sailed off toward his final port call on July 29, 2013 at the age of 92. He was a longtime member who carried the M.E.B.A. banner while working for a multitude of shipping companies over a colorful and impressive career. He last shipped out in 1987 before settling down in Chico, CA. Robert is survived by his children Robert, Jr., Sandra Prince, Roberta Thomas and Patricia Chaplin among others.

STANLEY EARL WHITEMEN
Stanley Whitemen journeyed to the great beyond on May 3, 2013 at the age of 91. He held the ham license, W1MDZ, since the 30s and was a member of the 99ers group. As a veteran of World War II, he served honorably as a radio operator, and was one of the survivors of the harrowing Murmansk Run for which he was honored by the Russian government with a medal. After the war he worked for Northwest Airlines in Japan then joined the Weather Bureau to begin building the radio stations supporting the weather operations in the Arctic. When his mentor, Colonel Hubbard, was killed in a plane crash before his eyes, he left the government and bought a farm in Maine. There he met his wife Mary Ellen French Whiteman. They were together over 60 years. In 1951, Stan returned to the Merchant Marine until he went to work for WABI-TV, Bangor, where he remained until he joined the CIA in Washington D.C., in 1956. He lived in Iran, Cyprus and Nigeria. He traveled throughout Africa, South America and the Far East, retiring in 1978. He and his wife lived in Falls Church, Va., for 10 years then moved to their little horse farm in Leesburg, Va., where they lived for the next 22 years. While living in Virginia, Stan studied for five years at Corcoran School of Art in continuation of his painting, which he started at around 10 years old. He took courses at George Washington University, the Smithsonian and was a member of Loudoun County Art Society. He was also a copyist at National Gallery of Art. He was a life member of National Rifle Association. Retirement eventually brought them back to Maine in 1992 to settle where his wife was born and near his farm property. He organized several art shows in the Danforth town hall including an international show that brought many Canadian artists and musicians. He was a proud member of McKinley Post No. 46 American Legion, Danforth, once the U.S. government recognized the sacrifices the Merchant Marine made in World War II. Stan is survived by his wife Mary Ellen; close cousin Vera Boardman.; nephew Roy Whiteman; niece and husband Norma and Richard Chesnut; great-nieces and great-nephews; honorary family members Dana and Angela; and children Caleb and Aaron Morrison; as well as lifelong friend Nelson Corcoran.

CALVIN ENGLISH WILLETTS
Calvin Willetts sailed into the next
life on February 17, 2014 at the age of 87. He was a resident of Snug Harbor on Nelson Bay in Sea Level, NC. He was born in Egg Harbor City, N.J. and served in the U.S. Navy, U.S. Coast Guard and U.S. Army, before putting on an M.E.B.A. boiler suit and shipping out on a variety of vessels. He is survived by his sister, Blanche Harmon and devoted caregiver Judith Davey.

GERARD H. WINTER, JR.
Jerry Winter, a native of New Orleans, and a Chief Engineer with the Army Corps of Engineers found his safe haven June 21, 2014 at the age of 62. A highly respected shipmate, he put in 31 years with the Army Corps before retiring in March 2014. Jerry served on the Dredge WHEELER. He was a 1982 graduate of the Calhoon M.E.B.A. Engineering School (Group 75-A) and a longtime member. Survivors include his beloved wife Jan, stepson Richard Mendoza, grandchildren Taylor, Mason, Mikah and Mackenzie Mendoza and Giselle Rouleau; brother Marvin (Suzanne), sisters Gloria Toledano (Roy), Patricia Lyons (Billy) and Sylvia Aupied (Butch). He was preceded in death by his parents Gerard H. Winter, Sr. and his beloved mother Annie McCarthy. Jerry will be greatly missed by a host of family and friends. He will be fondly remembered for his loving and giving nature. Classmate Norm Koehler, said “Jerry was one of a kind. Super smart and super confident. He kept his friends in stitches and he had their backs. Jerry was a truth teller, a great wit, and he knew how to have fun. He will be missed. My condolences to everyone who knew him.” Dave Cake also graduated CMES with Jerry. He noted, “Jerry worked hard and played hard. He was well-liked by all that knew him. He will be sorely missed. In true Jerry style he wanted no funeral, just to slip quietly into the mist.”

BARZILLA EARL YOUNG
Barzy Young stood his final watch on March 17, 2014 at the age of 70 following a short but ferocious battle with pulmonary fibrosis. An Idaho native, Barzy spent most of his life in Boise. He was a graduate of Borah High School and the U.S. Merchant Marine Academy. Barzy’s career as a marine engineer took him to ports of call all over the world, including a three-year tour in Vietnam. In between ships, he was active in the historical preservation of buildings, restoring the Miners’ Exchange Bar in Idaho City as well as several houses in Boise’s NorthEnd. He worked with the Idaho Historical Preservation Commission to try to save the Eastman Building and volunteered his time restoring the Bowen House. Barzy was a proud member of the Idaho American Civil Liberties Union (ACLU), active in the Snake River Alliance and the Idaho City Historical Society. He was a 30 year M.E.B.A. member. Barzy was an honest man with high integrity who could not abide a falsehood or people he considered chameleons. He was always a straight shooter, outspoken and bull-headed. He prided himself on being very frugal but was always generous to others. It brought joy to his life whenever he could help a neighbor, friend, or family member and he would drop everything to do so. Barzy was a dedicated father and friend to his children. In his youth he was the Boise City yo-yo champion and excelled at track and tennis. Barzy is survived by his children Chelsea and Nathan (Jenna) Young, his spousal equivalent of 27 years, Joanne Springer, his sisters Patricia Young (Byron Johnson), Mary Allington (Wally), Kate Sullivan, and Elizabeth Young, his “sister” Jayne Robinson (Mark), his numerous cousins, nieces and nephews, his “old wife” Connie Pennick (Mike), his Aldape Heights neighbors, and many, many friends from as far back as grade school.

Faces around the Fleet

In the engine room of the Maersk Line, Ltd. Maritime Security Program vessel ALLIANCE RICHMOND are 1st A/E Jeremiah Taylor and Chief Engineer John Kalmukos.
A dream came true for new “Mr. Popularity” Andrew Wormwood when he won the “Beer for a Year” raffle benefiting M.E.B.A.’s Good & Welfare Fund. It was made possible by Portland, Maine’s Shipyard Brewing Company. Many thanks go to all those who purchased tickets in the name of a great cause. Additional gratitude goes to the M.E.B.A. officials who made the tickets available especially Norfolk Branch Agent Tracy Burke who sold over 200.

2nd A/E Danny Colon on the Keystone CAPE VINCENT. The Keystone vessel CAPE RISE can be seen in the distance.

M.E.B.A. Staten Island ferry Mate Jon Viviano checking out the view from the deck of the USNS WATKINS. The Patriot-managed LMSR wrapped up some drydock work in Bayonne, NJ recently.

M.E.B.A. engineers at the dock in Oakland getting ready to depart aboard the HORIZON PACIFIC. Left to right are 3rd A/E (12x4) Andrew Martin, 1st A/E Dave Barstow and C/E Andrew Hunt.

Darin Huggins on the Keystone operated CAPE VINCENT at sunrise.