

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
2018 (Issue #2)



Rise of the Next-Generation Ships



**M.E.B.A. Companies
Begin Fleet Renewals**



A rainbow over the MATSON PRODUCER at the Port of Tacoma's Sitcum Waterway.



Maritime Administrator Rear Admiral Mark Buzby (center) visited the Patriot-managed CAPE VICTORY at the MarAd layberth facility in Orange, TX and took a tour of the Ready Reserve Force vessel. In the engine room (l-r) are 2nd A/E Jason Harrington, 1st A/E Sharon (Sam) Metcalf, Administrator Buzby, MarAd Surveyor George Kochuparampil (partially obscured), Port Engineer Randy Crider and Chief Engineer Tom McKenzie.



M.E.B.A. Deck Officer Darin Huggins doing some night relief work in Jacksonville.



Engineers working on a fuel oil injector in the machine shop of the Matson MAUNALEI. The vessel was making a stop in L.A./Long Beach. Left to right are 2nd A/E Greg Abalos, Day Worker Liam Perry and 3rd A/E Kyle Rigg.

On the Cover:

As M.E.B.A. continues recruiting the next generation of mariners, M.E.B.A.-contracted companies are upgrading their fleets with next-generation ships. Matson Navigation is about to take delivery of the DANIEL K. INOUYE from Philly Shipyard which is also constructing the vessel's sister ship, KAIMANA HILA, set for completion in early 2019.

[Photo Credit: Philly Shipyard/Cerrone Photography]

Marine Officer

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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels and in various capacities in the shoreside industries.

In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.

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Message from the President

Liberty Maritime Corp./LIBERTY PEACE; JANUS Decision

Liberty Contract Disputes & Manning of the LIBERTY PEACE

Usually when there is information to provide regarding the completion of contract negotiations or other similar issues affecting our members' employment, the Union wants to ensure the information is forwarded as soon as practicable. While that should always be the case, and the M.E.B.A. membership needs to be informed when progress has been made with regard to any contract, we also need to keep the membership informed when there is a continued lack of progress with any employer. Despite some advances being made, that is the case with Liberty Maritime Corp. (LMC).

Union representation can come in many forms, and sometimes it is not for the faint of heart. Our battle with LMC continues and is by no means over. But the Union has made incremental, significant steps forward.

As many know, on October 1, 2017, the M.E.B.A. received an arbitrator's final damages award for the violation of our collective bargaining agreement when the Company crewed five bulk carriers with non-M.E.B.A. officers in late September of 2011. The Company appealed the arbitrator's decision soon after, seeking an order to vacate, or in the alternative, to modify the award with the State Court of New York. The State Court of New York issued a decision on July 16, 2018 rejecting Liberty's arguments and refusing to vacate or modify the arbitration award. While the Company has filed an appeal, the M.E.B.A. will continue to persevere and to advance our position.

With respect to the contract reopener between the Union and LMC, the company attempted to stall contract reopener negotiations in 2017 prompting M.E.B.A. to file suit with the Federal District Court for the District of Columbia in August 2017, asking for a declaratory judgment and to compel arbitration as required by the CBA. On September 14, 2018, the court issued its decision in the Union's favor to compel interest arbitration over the wage reopener.

The Union was also forced to file an association grievance with Liberty over the wrongful manning of the LIBERTY PEACE which was brought under U.S. flag in August of 2017. The Union filed suit in October 2017 to seek expedited arbitration over the contract violation for manning of the LIBERTY PEACE with non-M.E.B.A. members. On September 14, 2018, the court also issued its decision in the Union's favor to compel arbitration over the LIBERTY PEACE contract dispute.

Additionally, on February 7, 2018, the M.E.B.A. received a determination from a neutral arbitrator finding that the American Maritime Officers (AMO), an affiliate of the Seafarers International Union of North America (SIU), violated the "no raiding" provision of the AFL-CIO Constitution. The arbitrator ruled in the Union's favor

and concluded that AMO interfered with the collective bargaining relationship between Liberty and the M.E.B.A. when they manned the LIBERTY PEACE in August of 2017, despite the fact that this vessel was found by the arbitrator to be within the jurisdiction of the M.E.B.A.

The SIU subsequently appealed the Article XX decision. The appeal hearing took place on May 23, 2018. In a communication dated June 1, 2018, AFL-CIO President Richard Trumka informed both the M.E.B.A. and the SIU that an AFL-CIO Executive Council Subcommittee disallowed the appeal and that it would not be referred to the Appeals Committee, leaving the neutral arbitrator's decision in place that the AMO raided the M.E.B.A.'s jurisdiction.

This was a significant victory for the M.E.B.A. with regard to the jobs on the LIBERTY PEACE and M.E.B.A. contract jurisdiction. More recently, after an AFL-CIO Article XX non-compliance hearing on September 6th and the arrival of the LIBERTY PEACE back in the US after a foreign voyage, the last of three non-M.E.B.A. deck officers were signed off the vessel. The Union will not back down from LMC until the parties come to terms over our contract issues, as well jurisdictional issues over the LIBERTY PEACE. In the meantime, the Union will continue to provide representation to our members to the best of our ability.

With that said, it is important to recognize the efforts of all of our Union members who assisted with manning informational picket lines around the country, but especially the licensed deck and engineering officers who continue to work for Liberty amidst the uncertainty of these unnecessary ongoing disputes. It's one thing to work onboard ship in the marine environment for months at a time dealing with the inherent safety and operational issues along with the responsibility and liability involved with vessel operation. It's another to work for an employer that refuses to recognize the efforts, persistence and commitment that is required to perform under these circumstances. This is not to mention continuing to work for an employer that does not believe in collective bargaining, refuses to bargain in "good faith" and has not provided for wage increases since 2014. Simply put, for those M.E.B.A. members who choose to continue to remain permanent employees or work relief or rotary assignments out of our hiring halls for Liberty Maritime Corp., the Union applauds your focus and professionalism in the face of significant conflict. It is no easy feat and the M.E.B.A. will continue to support you with all the resources we have at our disposal.

JANUS - No Free Lunch

The recent JANUS decision can be viewed in different lights and certainly will have an effect on how some unions will be able to operate

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President's Message Continued

going forward. The so called “right to work,” which some in Labor have also called “the right to work for less,” has divided many over the years by pitting worker against worker, to the obvious benefit of others.

For many in our Union, especially long term members, paying union dues has become second nature because the cost of union representation is understood. For these same members, not paying union dues would be comparable to not paying for automobile insurance, homeowners’ insurance or maintaining medical insurance. As a union member, ensuring you remain a “member in good standing” is, at a very basic level, another form of insurance. In our Union as well as all others, to be a member in good standing means something. In addition to your right to continue to be employed under any one of a number of the M.E.B.A.’s collective bargaining agreements and your right to receive benefits through covered employment, it provides the right to vote for Union representatives and your right to be represented by the Union should the need arise. Most of us have come to expect the rights and benefits that are provided with our Union membership, though we do not take them for granted and we certainly would not readily choose to give them up.

To relatively few, these rights and benefits of union membership either hold no value or it is believed these rights and benefits should be received for free, while others pick up the tab. With the recent JANUS decision, there may be some free riders, taking advantage of as much of what the unions provide to represent their members, while simply refusing to pay for it. It appears those who would choose to “opt out” of paying union dues simply refuse to acknowledge that union representation during contract negotiations, to provide legal resources for contract disputes or to protect an individual’s rights under a collective bargaining agreement, all come with a cost.

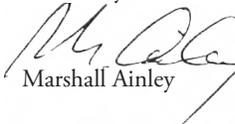
The question for those people who believe they could maintain the current status quo or the representation unions provide, without the payment of union dues by all members, is “who is going to pay the cost to maintain the status quo?”. Representation comes at a cost - and this much should be obvious to all - you get what you pay for. In this world of globalization, with automation and other major issues exerting

pressure on many, there is certainly no more “free lunch.” Simply put, maintaining and achieving specific wage and benefit gains or maintaining the integrity of a collective bargaining agreement without union representation, based solely on the “goodwill” of an employer, is not realistic.

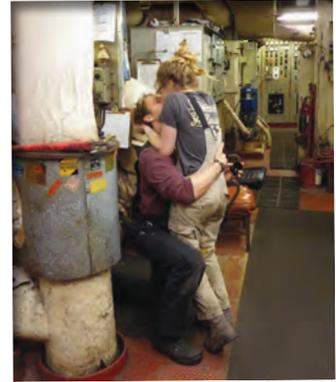
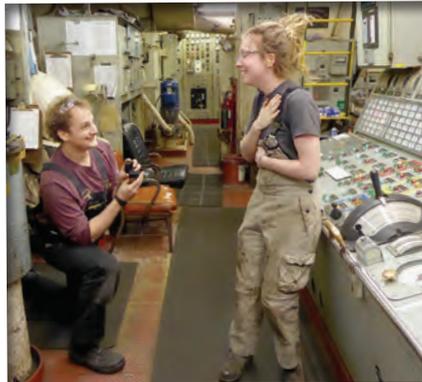
Some union members may associate union dues directly with contract wage and benefit increases, and if these same contractual increases do not materialize, they may not consider their union dues as money well spent. Within that context, holding the line in a poor economy, in a consolidating industry or in an anti-union political or legislative environment, needs to also be recognized and appreciated. Though it appears in these cases there are some that would prefer to blame than understand. So for our Union officials, representatives and members as well, we all need to concentrate our efforts on “internal organizing,” which refers mostly to re-educating members so they clearly understand what union membership provides. More specifically, educating members as to how union membership provides strength in numbers, the right to vote for your union representatives, the right to expect representation during contract negotiations, the right to expect legal representation during contract disputes, the benefit of the various membership services, or more specifically, to provide a better understanding of the value your union dues provide.

The good news for the M.E.B.A. membership as a whole, is that for the M.E.B.A. bargaining units directly affected by the JANUS decision, the very notable response so far is that the **overwhelming majority** of our members continue to prefer to be represented by a union. While that should send a strong signal to the very few who think otherwise, it is not something the M.E.B.A. or any others will take for granted. The M.E.B.A. will continue to ensure we represent our members to the best of our abilities, with the resources at hand, so that membership in our Union is something that continues to be valued by our membership, with the understanding that it does come with a cost – union dues.

Fraternally,



Marshall Ainley



Love...M.E.B.A. style. Brannon Niblock and Seth Massey, both serving as 3rd A/Es, got engaged in the engine control room of the Matson vessel KAUAI. Both ship out of Seattle. In these photos, Brannon makes Seth the happiest engineer alive.

A Matter of National Security - Van Loo Calls for Renewal of Merchant Marine



M.E.B.A. Secretary-Treasurer Bill Van Loo testified before Congress on the state of the U.S. Merchant Marine. Among other issues, he called for more sources of cargo to keep the U.S.-flag fleet viable and to better sustain the requisite qualified mariner pool vital for our nation's sealift efforts.

[Photo: Mike Hickey/MTD]



At the hearing, Maritime Administrator Rear Admiral Mark Buzby expressed concerns that sealift readiness will be affected as the Ready Reserve Force fleet continues to age.

[Photo credit: Mike Hickey/MTD]

Rep. Duncan Hunter (R-CA) (at left) chaired the hearing. Ranking Member John Garamendi (D-CA) was vocal throughout and peppered witnesses with questions.

[Photo credit: Mike Hickey/MTD]

In Congressional testimony earlier this year, M.E.B.A. Secretary-Treasurer Bill Van Loo went to bat for U.S. shipping summoning Congress to give the U.S. Merchant Marine a shot in the arm beginning with “ensuring a steady stream of cargo.” Delivering remarks on behalf of the M.E.B.A., AMO, MM&P and SIU, Van Loo joined seven other witnesses before the Coast Guard & Maritime Transportation Subcommittee (part of the House Transportation & Infrastructure Committee) describing the needs and capabilities of the U.S.-flag maritime industry.

He talked about the erosion of the Merchant Marine and the associated mariner base while stressing that lawmakers should reassert their support for key maritime statutes and adopt new initiatives to help expand the U.S.-flag fleet. That, in turn, would swell the ranks of American mariners. “In order to remain available in times of war and to support our Nation’s economic security, the U.S.-flag Merchant Marine must be supported during times of peace,” he testified.

Van Loo urged Congress and the Administration to put a priority on incentivizing commercial cargoes onboard U.S.-flag ships while pointing out that the Stars and Stripes currently accounts for only 2% of the global U.S. trade. “One way this can be accomplished is through the negotiation of bilateral shipping agreements,” he stated. “Congress should give the Administration whatever additional authority it needs to negotiate meaningful bilateral cargo sharing agreements with America’s trading partners to provide U.S.-flag vessels with a greater share of our foreign trade.”

“Cargo is king,” Maritime Administrator Rear Admiral Mark Buzby testified in the lead panel. It determines “the number of ships in the U.S.-flagged fleet, and the number of ships then influences the number of mariners who are available to run those ships and maintain a strong, resilient, U.S. Merchant Marine.” There are only 82 internationally-trading U.S.-flag ships at present and the erosion of the U.S. fleet that has led us to this point is especially worrisome, he noted, as it will impair the nation’s sealift readiness. Already the Administrator fears there aren’t enough qualified mariners to sustain sealift operations after the initial surge. Continued erosion of the fleet could further jeopardize our capabilities.

“It is very simple,” Van Loo told the Committee in concluding remarks. “Without cargo, our ships do not sail and our mariners do not stand by.”





1st A/E Bob Walker and 2nd A/E Mike Brown onboard the MAERSK ATLANTA, hard at work in the purifier room. They kept the main engine fed at 92 RPM on their way home from another successful voyage on the Middle East to U.S. East Coast run. Thanks to Chief Engineer Aaron Lord who got the shot.



Matson MAUNALEI mariners getting set for some engine room work during an L.A./Long Beach visit. Left to right are Day Workers Christian Yuhas, Jim Sevitz and Liam Perry, along with 2nd A/E Greg Abalos, 3rd A/E Kyle Rigg and 1st A/E Scott Seifert.



The Calhoun M.E.B.A. Engineering School welcomed Maryland Governor Larry Hogan and Maryland House of Delegates member Johnny Mautz for an August visit. Our guests were quite impressed with the School following their glimpse at the various labs and equipment used to help keep our members' skills on the cutting edge while continuing their support to the economy and national security. Left to right are Delegate Mautz, M.E.B.A. Secretary-Treasurer Bill Van Loo, Governor Hogan, CMES Deputy Director Bryan Jennings and CMES Director Chuck Eser.



Meeting Schedule

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

Next-Generation Mariners



Intern Group A. This year's program participants were split between recent graduates and incoming seniors. From left to right are Logan Allen, Amber Siu, Chris Gorman, Dylan Ardis, Scott Moore and John Flanagan.



Intern Group B. Cadets were loaded up with a full itinerary during the Internship Program as they learned more about the excellent career opportunities the M.E.B.A. presents. From left to right are Sean Roach, Scottie McGlone, Jillian Kondek, Jake O'Loughin, Harrison Ketchin, Jesse Mahr, Sean McPherson, Sebastian Jodar, Peter Lowey and Ethan Riske.

Sixty-three cadets from maritime academies across the country got a head start on their shipping careers after completing M.E.B.A.'s three-week Licensed Cadet Internship program this summer. The program is designed to help mold the next generation of M.E.B.A. mariners and eases their way toward a shipping career with the Union.

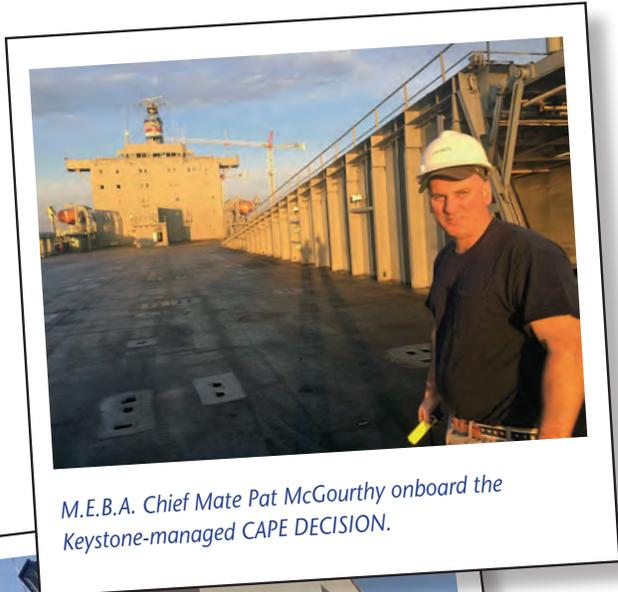
Almost a third of the cadets attending made application with the Union by the July 9 start date of this year's program and many more declared their plans to apply for membership as the three weeks wrapped up on July 27th at the Calhoun M.E.B.A. Engineering School in Easton, MD.



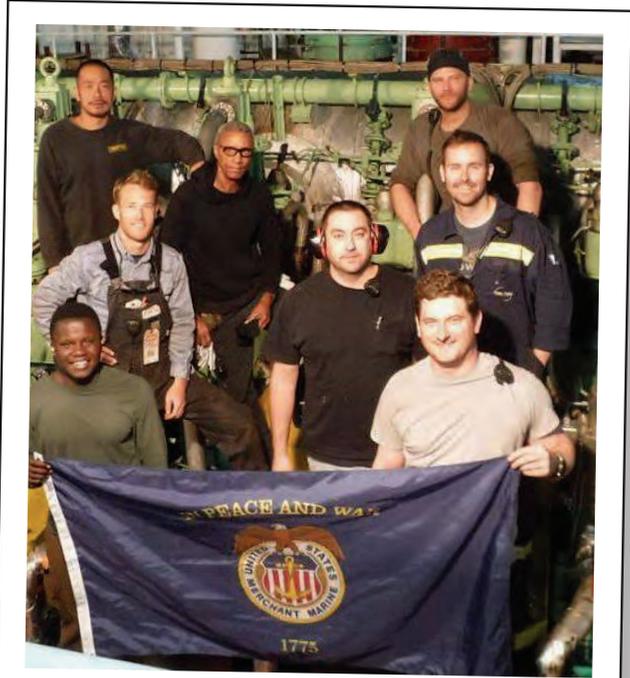
Intern Group C. During the program, some cadets took advantage of Government Vessel Operations training which includes Small Arms, CBR-D, Civilian Mariner Engineering Officer (CMEO) and Damage Control. Others received training in the high voltage safety, diesel engineering, electricity and refrigeration courses. The School also offered one-week seminars for cadets covering diesel, welding, machine shop and electrical troubleshooting. Left to right are Rowan Manthei, Emil Braunlich, Matt Dougherty, Madeline Smith, Christian Willoughby, Chad Puglio, Austin Wolfe and Chris O'Connor.



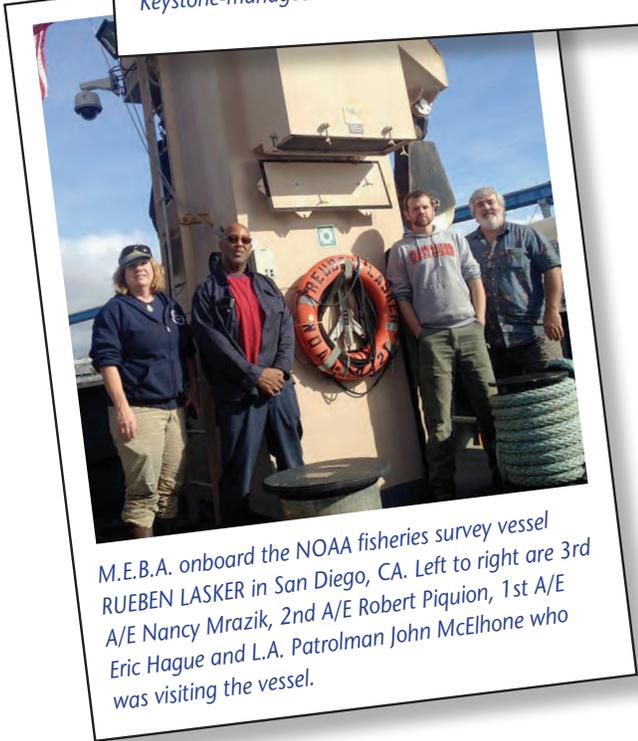
The L.A. Hall hosted the California Maritime Academy Alumni Summer Send-Off in early August. LA Branch Agent Rich Doherty called the Send-Off "a success" and noted that it was attended by about 60 people. He sent a shout out to the CMA Alumni Association and alumna Erin Pierson who helped organize the event.



M.E.B.A. Chief Mate Pat McGourthy onboard the Keystone-managed CAPE DECISION.



The engine crew on the APL GUAM keeping things running smoothly on another successful run. In the first row are Engine Cadet Wagner Mogga and 1st A/E Mike Scales. The second row has Electrician Aaron McTaggart, Chief Engineer Torey Zingales and 3rd A/E Tommy Stillwachs. In back are Reefer Wayne Dang, Jr. Eng. Don Robinson and 2nd A/E Nate Gatchell.



M.E.B.A. onboard the NOAA fisheries survey vessel RUEBEN LASKER in San Diego, CA. Left to right are 3rd A/E Nancy Mrazik, 2nd A/E Robert Piquion, 1st A/E Eric Hague and L.A. Patrolman John McElhone who was visiting the vessel.



At Anchor: Recent Retirees

Shifting into Reduced Operating Status

William H. Bagby III
 Gregory Barnes
 Sarah Battaile
 James C. Bolen
 Charles K. Brown
 Nikolas A. Capobianco
 Donald E. Cook
 James R. Dodson
 Anthony (Dru) DiMattia
 Michael First

Lloyd D. Harshberger
 Durwin D. Hoskins
 David A. Knowles
 Carl H. Lervick
 Jonathan M. Lincoln
 Kay P. Meader
 Ben R. Meucci
 James C. Morin
 Steven J. Paglierani
 James F. Palmer

August J. Peterson
 William J. Pinion
 Edwin Post
 Charles E. Reny
 John W. Richardson, Jr.
 Raymond Rokicki
 Joseph W. Spell II
 Ross B. Thomas
 Dominic N. Walsh
 David W. Zalewski

Next-Generation Ships

As the Union keeps recruiting the mariners of tomorrow for the U.S.-flag fleet of the future, M.E.B.A.-contracted companies continue to steel their own fleets with next-generation ships. Just as savvy young mariners are being armed with cutting-edge knowledge and a boatload of ability to meet the challenges around the next corner, today's up and coming eco-friendly newbuilds are rolling off the ways equipped with top-of-the-line technological innovations.

Vessels plying the world's shipping lanes are already fuel-efficient, but the carbon-rich fuels most ships burn offer no respite for a warming planet subject to shifting climate patterns. Companies are becoming more conscientious to their environmental footprint but are also being spurred on by international regulations coming into force that mandate "green ship" technology.

Matson Navigation is a prominent example of a company girding for the future as it gets ready to accept delivery of the 854-foot, 3,600 TEU DANIEL K. INOUYE – the largest containership ever built in the U.S.

The Philly Shipyard-built vessel was incorporated with green ship technology, benefiting from a fuel-efficient hull design and dual fuel engines adaptable for use of liquefied natural gas (LNG). The INOUYE's sister ship, the KAIMANA HILA, is under construction at Philly Shipyard and is headed for a first quarter 2019 delivery. In addition, both Aloha Class vessels are protected with environmentally safe double hull fuel tanks along with fresh water ballast systems to better combat the spread of non-native aquatic species.

Matson will also replace older tonnage in its Hawaii fleet with another pair of newbuilds currently being constructed in San Diego's NASSCO shipyard. The Kanaloa Class pair will be 870-foot, 3,500- TEU combination container and roll-on/roll-off (Con-Ro) vessels. The new LURLINE is expected in late 2019 and should be joined by her sister ship MATSONIA in the second quarter of 2020. Each ship will benefit from environmentally-sound features similar to the Aloha-class, LNG-capable and compliant with Tier III emission requirements.

Last year, the company wrapped up a series of upgrades to its D-7 Alaskan fleet by outfitting them with new exhaust scrubber systems to help eliminate virtually all sulfur dioxide and particulate emissions - below limits set by stringent federal and state environmental regulations.

Things are hopping at Matson. Earlier this year they brought in the geared containership KAMOKUIKI into their fleet for a new direct U.S.-flag service between Honolulu and the Marshall Islands.

Overseas Shipholding Group (OSG) also announced plans for next-generation ships. They will contract with South



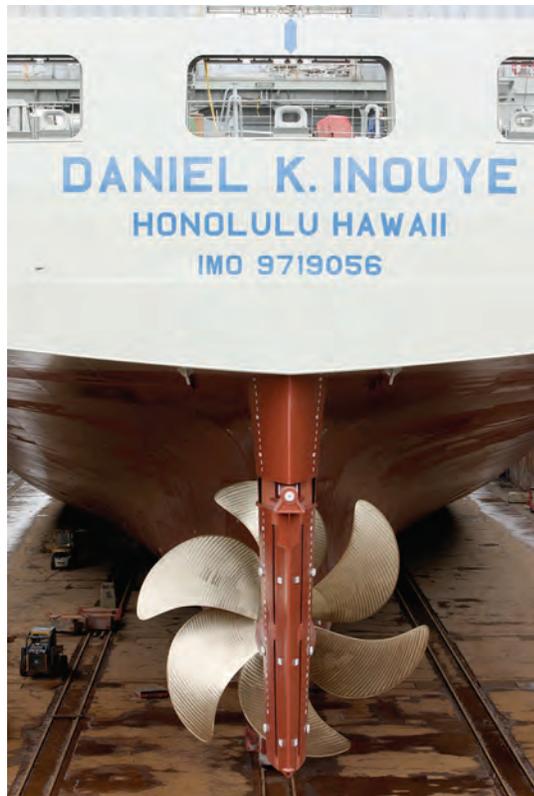
The 854-foot, 3,600 TEU DANIEL K. INOUYE, the largest containership ever built in the U.S., was christened in late June at Philly Shipyard.



At the INOUYE christening are (l-r) M.E.B.A. Atlantic Coast V.P. Jason Callahan, Irene Hirano Inouye and M.E.B.A. Secretary-Treasurer Bill Van Loo. Mrs. Inouye christened the ship, named after her late husband (a former WWII veteran, longtime Senator and maritime champion), with the traditional bottle of champagne.

Korean shipyard Hyundai Mipo to construct two 50,000 deadweight ton class product chemical tankers that will enter the U.S.-flag registry in the non-Jones Act trade. They plan to take delivery in the second quarter of 2019. The tankers will comply with Nitrogen Oxide MARPOL Annex VI Regulation 13 Tier III standards. In addition, each vessel will have exhaust gas cleaning systems (scrubbers) installed to meet top-shelf standards limiting sulfur oxide emissions.

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The DANIEL K. INOUE – as well as sister ship KAIMANA HILA (currently under construction at Philly Shipyard), incorporate the latest environmentally friendly technology, including dual fuel engines that can be adapted to use liquefied natural gas (LNG), double hull fuel tanks, fresh water ballast systems and a more fuel efficient hull design.

Speaking of scrubbers, Interlake Steamship Company has been steadily upgrading its fleet to meet sulfur and wash water requirements. On a staggered schedule, they outfitted most of their fleet with emission-reducing equipment including two closed-loop, in-line scrubbers per vessel. “We are executing on our long-term vision to be the most efficient and environmentally responsible fleet on the Great Lakes,” Interlake President Mark Barker noted.

Over in the Government fleet, the Military Sealift Command continues to modernize aging civilian mariner-crewed ships with adaptable, state-of-the-art vessels capable of tackling a dynamic array of tasks in high-profile assignments around the world. They are awaiting delivery of the last two of twelve Expeditionary Fast Transport (EPF) vessels which are 338-foot-long high-speed catamarans capable of a crazy amount of capabilities and well-suited for ever-evolving global challenges.

The Washington State Ferry fleet will stay afloat in the future as the system has just accepted the last of four newbuild ferries from Vigor Shipyard to replace the aging,

midcentury-era, diesel-electric Evergreen State Class vessels. The SUQUAMISH joins the TOKITAE, SAMISH and the CHIMACUM, the other recent Olympic-class additions to the WSF fleet. All were built with an eye to the environment and the SUQUAMISH was proclaimed the “cleanest vessel in the fleet.”

The Staten Island Ferry system is awaiting three 320-foot newbuilds to help modernize its aging fleet. Florida-based Eastern Shipbuilding Group (ESG) is constructing the double-ended 4,500 passenger ferries with four Electro-Motive Diesel (EMD) 12-710 Tier 4 compliant propulsion engines. Two engines will power Reintjes DUP 3000 P combining reduction gears and 36 RV6 ECS/285-2 Voith Schneider Propellers at each end of the vessel will supply excellent maneuverability when docking.

The first boat will be called STAFF SGT. MICHAEL H. OLLIS to honor the Staten Island soldier who sacrificed his life to save others from a suicide bomber in Afghanistan back in 2013. It will replace the 52-year old JOHN F. KENNEDY in early 2019. The second (SANDY GROUND) and third (as-yet unnamed) will reportedly enter the fleet in late-2019 and 2020 and will replace the ANDREW J. BARBERI and S.I. NEWHOUSE.

Other M.E.B.A. contracted companies continue to retire older vessels – or deploy them to foreign-flag operations – while bringing in younger tonnage to the U.S.-flag fleet – especially in the case of companies operating age-restricted Maritime Security Program vessels.

Last year, Maersk Line helped bring down the age of the MSP by replacing some of its older ships with more modern vessels (MAERSK SENTOSA and MAERSK SELETAR). This year, American President Lines swapped out five aging C-11s with five newer replacement vessels brought in from the international CMA CGM fleet. The five C-11s were hitting dry cargo age restrictions (25 years) under MSP requirements. The newer ships range between 3 and 12



The USNS CITY OF BISMARCK, seen here in Key West, FL, was delivered late last year by Austal USA and is the ninth of twelve versatile expeditionary fast transport (EPF) vessels in the Military Sealift Command fleet.



Onboard the M/V TOKITAE, one of the newbuild vessels in the Washington State Ferry system. Left to right are Chris Pfeifer, Dick Grall, Ken Farley, Steve Hansford and M.E.B.A. Secretary-Treasurer Bill Van Loo.

½ years old and assume each of the MSP operating agreements held by the older vessels.

The PRESIDENT KENNEDY (ex-CMA CGM NARMADA) entered the fleet in early July replacing the APL PHILIPPINES. The PRESIDENT EISENHOWER (ex-CMA CGM INDUS), the KENNEDY’s sister ship, took over for the APL CHINA. The PRESIDENT FRANKLIN D. ROOSEVELT (ex-APL HAWAII) entered the U.S.-flag fleet in place of the APL SINGAPORE. The PRESIDENT CLEVELAND (ex-HS PARIS) flagged-in to the U.S. registry replacing the APL KOREA and the PRESIDENT TRUMAN (ex-HS ROME) swapped-in for the APL THAILAND. The APL BELGIUM, an S-12 already in APL’s fleet, was then renamed PRESIDENT WILSON to finalize the reestablishment of the APL tradition, begun in the 1920s, of naming vessels after U.S. Presidents.



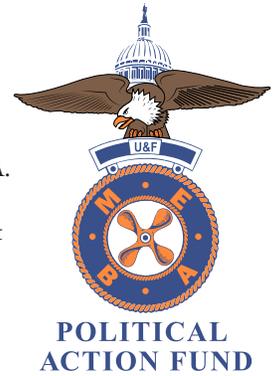
M.E.B.A. Gulf Coast V.P. Erin Bertram with HQ Contracts Rep. Mark Gallagher, seen here with one of the Staten Island Ferry boats in the background. They were in New York City for talks with OSG. The City will welcome three newbuilds into the S.I. fleet by 2020. OSG has also announced it will bring in a pair of newly constructed U.S.-flag vessels.

January 1, 2020 has been set as the implementation date for a significant reduction in the sulfur content of fuel oil used by ships. Under the new global cap set by the International Maritime Organization, ships will have to use fuel oil on board with a sulfur content of no more than 0.50% mass by mass (outside of Emission Control Areas) against the current limit of 3.50%, which has been in effect since January 2012. Ships may also meet the sulfur oxide (SOx) emission requirements by using approved equivalent methods, such as exhaust gas cleaning systems or “scrubbers”, which clean emissions before they are released into the atmosphere.



M.E.B.A. officers helped bring five international CMA CGM replacement vessels into U.S.-flag service. Here, with the newly redubbed PRESIDENT EISENHOWER are (l-r) 1st A/E Neil Driscoll and Chief Engineer Chris Parent.

Political Action Fund Honor Roll



As always, the M.E.B.A. Political Action Fund continues to be a valuable tool to ignite and further foster relationships with Members of Congress who support the maritime industry. The P.A.F. enables the M.E.B.A. to have a seat at the table for important discussions on issues crucial to our members. It allows us to support maritime-friendly lawmakers [*Republicans AND Democrats*] who understand the importance of the Jones Act and a robust Merchant Marine helping our economy and national security in times of peace and war.

While educating lawmakers about the magnitude of our industry, the Fund also helps fortify the M.E.B.A.'s political relationships in Congress, the White House and in State Capitols. A robust P.A.F. is crucial to help uphold maritime policies and programs that are frequently under attack by uneducated lawmakers and interest groups. Without a strong P.A.F., U.S.-flag shipping loses its collective voice in the halls of Congress and the M.E.B.A. would have no say when laws are made. Uneducated lawmakers could then sound the deathknell for American mariners, and the carriage of critical national-interest cargo would then be forfeited to foreign mariners and overseas interests.

See your local Union hall for more details or make a contribution online via the M.E.B.A. website (www.mebaunion.org) (select "M.E.B.A. Payment Portal").

Below is a list of active and retired members as well as applicants and M.E.B.A. staffers who understand the importance of the M.E.B.A.'s Political Action Fund and supported it during Calendar Year 2017. Those who contribute to the PAF this year (during Calendar Year 2018) will be listed in the *Marine Officer* a year from now. The list is broken down into four categories and members and retirees are listed alphabetically within each grouping. Though they didn't break the \$100 plateau to be reflected on the list, 241 members who contributed amounts ranging from \$1.00 to \$96.28 in Calendar Year 2017 aided the cause and are appreciated as well. Every dollar helps. To help guarantee the future of your Union, please contribute to the M.E.B.A.'s Political Action Fund!

Order of Magellan (\$1,000 to \$3,025)

Ainley, Marshall
Barton, Erik
Bertram, Erin
Buck, David
Burke, Tracy
Callahan, Jason
Chapman, David
Cross, Kevin
DiMattia, Anthony
Duncan, Jeffrey
Gilbert, Erik
Herrington, Coy
Kittelson, Rodney
Maxim, Alper
McLauchlan, Aaron
Nelson, John
O'Callaghan, Michael
Patten, Capt. Brian
Sloan, Lyle
Smith, Adam
Spadoni, Kristine
Strissel, Phillip
Swift, Christopher
Townsend, Marc
Trask-Annies, Demian
Van Loo, Bill



Cadder, Bill
Cobo, Jeremy
Davis, Fernando
Dengel, Samuel
Devens, Christopher
Dewhirst, Thomas
Djusberg, Nils
Dunklin, Mike
Eastwood, Thomas
Engberg, Mark
Fritschi, Brian
Gallagher, Mark S.
Galvin, Paul
Gaylan, Filomeno
Goldrich, Benjamin
Gould, Eric
Grandy, Keith
Greenig, George
Guccione, John
Hanson, Mark
Hayworth, Brent
Hibbard, William
Jany, Timothy
Kaili, Luke
Killman, Lace
Knowles, Joshua
Landwehr, Kurt
Lapham, Trevor
Larrabee, Benjamin
Legge, Paul
Lincoln, Jonathan
Litterine, Justin
Long, John
Lorenz, James
Marty, Michael
McCaney, William
McDermott, Bradford

McElhone, John
McGuire, Robert
McPherson, Jonathan
Moses, Colin
Nardone, Christopher
Nashif, David
Nightingale, James
O'Neal, Louie
Pacana, Edgar
Paren, Richard
Perry, Michael
Poniatowski, Marc
Poor, George
Redding, Tracy
Reed, Joshua
Romano, John
Rynberg, Edward
Schmeltz, Herbert
Seidman, Isaac
Sergio, Nicholas
Sermoneta, Nico
Silliman, Raymond
Simonse, Todd
Soucy, James
Tague, Benjamin
Thornton, Trenton
Troxell, Barton
Vetting, Ryan
Wagner, Richard
Walke, Timothy
White, Eric
Williams, Richard
Wolff, Joseph
Wright, Kevin
Zander, Jeff
Zysk, Thomas

Shellback (\$250-\$499)

Abdou, Louai
Abel, Nathan
Adams, Richard
Allen, Edward
Antonellis, Daniel
Antony, Alex
Ayles, William
Balic, Bozidar
Barg, Emery
Barone, Daniel
Berger, Emil
Berhe, Alem
Berner, Frank
Bilodeau, Todd
Birago, Thomas
Bolduc, Bruce
Borowicz, Ryan
Brady, Michael
Brandt, Eric
Breton, Michael
Brownfield, Christopher
Burns, Michael
Burnside, Thomas
Burr, Gregg
Cannistraro, Marco
Chpatchev, Vladimir
Christensen, Michael
Church, Edward
Collins, Christian
Collins, Mark
Cona, Julianne
Connolly, Leo
Conroy, Brian
Crell, Joseph
Crifasi, Frank



Cull, Michael
Cullen, Gerard
Cumings, Kent
Dickman, William
Dodson, Harry
Doherty, Richard
Donovan, Denny
Dwyer, Matthew
Eaton, Charles
Ebers, Frederick
Eccles, James
Erlandson, Jon
Estabrooks, Bruce
Facundo, Rolando
Farley, Ken
Fay, Stuart
Ferguson, Thomas
Ferrell, Edward
Fetter, Jason
Figelski, Edward
Fisher, Matthew
Fitzgerald, David
Foss, Arni
Fraser, Daniel
Gabriellson, Carl
Gallagher, Mark
Garberg, James
Garcia, Michael
Gibbons, Rory
Glywasky, Joseph
Goodwin, Francis
Grace, Sean
Gribbin, Lawrence
Haas, Sylvan
Harley, Timothy
Haunfelder, Frank
Herlihy, Patrick

Realm of King Neptune (\$500-\$999)

Asupan, Rene
Ballenger, Duncan
Bertram, Harry
Bliefenrich, Daniel
Boughal, Hans
Byerle, Steven



Herz, Gregory
 Hickerson, Keith
 Hirth, Robin
 Hoffman, Haven
 Hudson, Kyle
 Hudson, Paul
 Hulsey, Fred
 Hunt, Darryl
 Infante, Hugo
 Jackson, Gregory
 Jackson, Kenneth
 Jendrasko, Richard
 Jenkins, Elizabeth
 Jorgensen, Peter
 Kanoute, Thidiane
 Kelle, Timothy
 King, James
 Kingery, Carol
 Klitzke, Jeffery
 Kopras, Jacob
 Kramer, Karl
 Lacey, Joseph
 Lachance, Craig
 Lackey, James
 Lee, Kevin
 Lemoine, Paul
 Linderholm, Eric
 Liss, Asher
 Luglio, Daniel
 Lund, Sonja
 MacDonald, Kelsey
 MacDonald, Mark
 MacDougall, Andrew
 Maduro, Deshawn
 Maher, Patrick
 Manalo, Mikhail
 Marks, Michael
 Martens, Robert
 Martin, Andrew
 May, David
 McCrillis, Nathan
 McMurray, Robert
 Michalski, Frank
 Miller, Barry
 Moise-Duquella, Karly
 Mosa, Daniel
 Murphy, Daniel
 Newberg, Mark
 Newell, David
 Newton, Craig
 Nguyen, Hieu
 O'Donnell, Timothy
 Olson, Chris
 Padilla, Lorenzo
 Palmer, James
 Patterson, Ryan
 Perkins, George
 Pichardo, Raphael
 Pollard, Frederick
 Povalec, Thomas
 Quinlan, Ryan
 Quinn, Edward
 Raab, Timothy
 Radzik, Edward
 Raffaniello, Don
 Ramos, Joseph
 Reynolds, Joseph
 Riley, Paul
 Robb, Douglas
 Roberts, Paul

Robinson, Alexander
 Roccasalva, Angelo
 Royston, Richard
 Rugarber, Michael
 Ruggiero, John
 Russell, Paul
 Sanders, Samuel
 Santiago, Louis
 Sasso, Tony
 Seewald, Daniel
 Shaw, David
 Sipes, Truman
 Slayton, Darnell
 Sopko, Frank
 Sperling, James
 Sprague, Laurence
 St. John, Alfred
 Stein, Stefan
 Steinberg, Philip
 Sterling, Christopher
 Sullivan, Nicholas
 Sundius III, Robert
 Tapley, Nickolas
 Taylor, David
 Taylor, Edwin
 Tebbe, George
 Tebbe, Steven
 Tims, James
 Trace, Lawrence
 Trigueiro, Gary
 Tsarides, Peter
 Twitty, Marshall
 Underhill, Jason
 Unnold, Barry
 Van Vechten, Barry
 Vokac, Adam
 Wainwright, Ross
 Waterfield, Alexander
 Watkins, Michael
 Watson, Steven
 Welsh, Maurice
 Williams, Harold
 Wilson, Paul
 Wlazlo, Erik
 Zilla, Herbert
 Zingales, Salvatore (Torey)



**Pollywog
 (\$100-\$249)**

Ahluwalia, Pery
 Aiello, Anthony
 Andrade, Jeffrey
 Apudo, Charles
 Ardis, Daniel
 Arestivo, Kyle
 Arhin, Gabriel
 Armacost, Lyle
 Armitage, Francis
 Atwoo, Vincent
 Baker, Roderic
 Barlow, Ethan
 Barnard, Nathan
 Barstow, David
 Begley, Grant
 Behnke, Jeffrey
 Benn, Geoffrey
 Bennett, Kevin
 Benz, Thomas
 Bick, David
 Binder, Robert

Bishop, Eric
 Blanch, Joshua
 Blasius, Douglas
 Boisv, Jeffrey
 Boleza, Matthew
 Boozer, Charles
 Bostick, Mark
 Boyd, Mitchell
 Brady, Brian
 Brash, John
 Breton, Rudolph
 Brian, John
 Brister, Gary
 Brokaw, David
 Brown, Richard
 Buchanan, Horace
 Bugaisky, Alexander
 Burchfield, Timothy
 Burke, Matthew
 Burnside, James
 Bushey, Jack
 Butcher, Enrico
 Cameron, Kelly
 Campbell, Thomas
 Carpentier, Ryan
 Castro, Guillermo
 Chappell, Derrick
 Chernoff, Kyle
 Churchill, Justin
 Cline, Dennis
 Coggio, Michael
 Collevocchio, Leonard
 Collinsworth, Michael
 Contois, Alex
 Cook, Donald
 Cooper, Bruce
 Cooper, Everett
 Cork, Dale
 Corrigan, Thomas
 Coulter, John
 Cristescu, Constantine
 Cromuel, Vernon
 Crow, Dallas
 Cullison, Alexander
 Curran, Hugh
 D'Amico, James
 D'Amico, Joseph
 Dale, Michael
 Dance, Robert
 Daramy, Michael
 Davis, David
 Dellaquila, Anthony
 Demarest, Raymond
 Diddams, Michael
 Doherty, Michael
 Don, Aaron
 Donaghey, John
 Donlon, Michael
 Downer, Eric
 Drake, William
 Drews, Timothy
 Driscoll, Kellen
 Driscoll, Neil
 Dulong Jr, James
 Duncan, Donald
 Dunleavy, John
 Dunlop, Andrew
 Dunn, Alexander
 Dustin, Gary
 Earle, Daniel

Eident, William
 Elliott, Robert
 Falconieri, Timothy
 Fales, Patrick
 Fanning, Michael
 Faulhaber, Aaron
 Favaza, Todd
 Ferritto, Mitchell
 Feyler, James
 Fiala, David
 Fisher, Michael
 Flink, Lars
 Flynn, Brian
 Fountas, John
 Fraczak, Thomas
 Francis, William
 Fraser, Rory
 Frazier, James
 Fuller, Glenn
 Fulling, Robert
 Furgerson, Kyle
 Gallagher, David
 Gallagher, Mark D.
 Garrido, Miguel
 Garza, Anthony
 Gerrish, Brian
 Gerry, William
 Gianferante, Mark
 Gifford, Daniel
 Gillen, James P.
 Gillis, James
 Gilmour, Mark
 Good, Brian
 Goodman, Andrew
 Goodridge, Thomas
 Gordon, Michael D.
 Gosnick, Michael
 Gostevskiy, Vladimir
 Graebener, Henry
 Graves, Alan
 Green, Arthur
 Grupp, Christopher
 Guldjord, Greg
 Hackworth, Barton
 Hall, John
 Harding, Justin
 Harewood, Lisa
 Harris, Seth
 Harrison, William
 Harvey, Hugh
 Hatch, David
 Heidt, Martin
 Hernandez, Jose
 Higgins, Bryan
 Higgins, Mark
 Hilden, Gerald
 Himebauch, Ross
 Hines, Jonathan
 Hitzel, Jeffrey
 Hjort, Stanley
 Hoerle, Douglas
 Holliday, Charles
 Horgan, Michael
 Hostutler, Jeffrey
 Houghton, Jeffrey
 Hubner, John
 Huggins, Darin
 Humphrey, Bryan
 Hunter, Thomas
 Irvine, Kegan

Jackson, Sterling
 Jackson, Thomas
 Jacobites, Ted
 Jacobsen, John
 James, Elliott
 Janowicz, John
 Janson, Werner
 Jaquez, Cristobal
 Jendrasko, Peter
 Jerrier, Charles
 Jimenez, Jennifer
 Johnson, Eric
 Jordan Horace (Rick)
 Justice, Donald
 Kadlac, Donald
 Kapp, Kelly
 Katz, Seth
 Kaye, Seth
 Keegan, Thomas
 Kiger, Jim
 Kingma, Louis
 Kirby, Kevin
 Knudsen, Percy
 Kovac, Michael
 Kraft, Samuel
 Krumm, Dennis
 Krushinski, Joseph
 Kuijp, Gregory
 Kyttle, William
 Lamonica, Joseph
 Land, Jonathan
 Lawrence, Joseph
 Lee, Q
 Leep, Ernest
 Lemke, Dustin
 Lessard, Phillip
 Lincoln, Louis
 Llanos, Melchor
 Logue, Gregory
 Lord, Aaron
 Lotfy, Adel
 Ludwig, Louis
 Lynch, Alexander
 Macatiag, Antonio
 MacCoubert, Dennis
 MacKay, Shawn
 Mahaffey, Shane
 Mahimer, Alexander
 Marcinak, Kenneth
 Martinez, Wilfredo
 Martucci, Joseph
 Massey, Loren
 Mataronas, Matthew
 McCall, Douglas
 McCauley, Joseph
 McGrath, Michael
 McGrath, Paul
 McIntosh, Edwin
 McLaughlin, Shawn
 McMahan, Joseph
 McPhail, Richard
 McPhee, Douglas
 Meglow, Peter
 Mello, Ted
 Menendez, Jack
 Merrell, Robert
 Meyer, Stephen
 Miller, Devlin
 Miller, Micah
 Mitchell, Charles

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Political Action Fund Honor Roll continued from page 11

Moises, Rustico
 Montt, Christopher
 Mooney, Paul
 Moore, Craig
 Moore, Rollin
 Moran, Craig
 Morrison, Michael
 Morton, Timothy
 Moulton, Robert
 Moylan, Daniel
 Muldowney, Leo
 Myers, Christopher
 Negoescu, George
 Nichols, John
 Nilsen, Ole
 Nolan, Sean
 Norval, Charles
 Novozilov, Juri
 Nowak, Mark
 Nunag, Nestor
 O'Brien, John
 O'Connor, Patrick
 O'Neil, Stephen
 Orenge, Jose
 Osmus, Steven
 Panko, Dasril
 Parent, Chance
 Parent, Christopher
 Paul, Christopher
 Pearce, William
 Penny, Julie
 Peters, Steven

Peterson, August
 Pike, Steven
 Pillard, Jay
 Pillard, Jeff
 Ponce, Edwin
 Prendergast, Walter
 Preston, Patrick
 Priscu, Timothy
 Proia, Michael
 Prokopich, Phyllis
 Prowse, Drew
 Quinlan, Michael
 Ramos, Thomas
 Reed, Russell
 Renaghan, Paul
 Revers, Greg
 Rich, Matthew
 River, Artemio
 Rivera, David
 Robson, Joseph
 Rose, Peter
 Rowan, Hunter
 Rowley, Joseph
 Roy, Paul
 Rushing, Edd
 Ryan, Patrick
 Salao, Alexander Glenn
 Sanchez, Alfredo
 Schanno, Daniel
 Schreier, Harold
 Schroeder, Henry
 Schultz, Kevin

Seifart, Scott
 Senes, Lionel
 Sevitz, James
 Shea, Stephen
 Sheridan, John
 Sherman, Terrence
 Shorty, Danny
 Simard, Aaron
 Sison, Edgar
 Skillern, Randall
 Slaght, John
 Smirba, Dzermal
 Smith, Austin
 Smith, David
 Smith, Isaac
 Smith, Max
 Smithson, Melvin
 Snow, Michael
 Stamm, Andrew
 Stamm, Timothy
 Stenquist, Thomas
 Stevens, Sean
 Steverman, Peter
 Stillwachs, Thomas
 Strand, Klay
 Strickland, Jesse
 Strout, Zebadiah
 Sturgul, James
 Subenko, Amanda
 Sullivan, Peter
 Sunga, Ramon
 Supersano, Marc

Syed, Jeffrey
 Szymkowski, Maciej
 Taber, Steven
 Taha, Ehab
 Teague, Christian
 Tesson, Raymond
 Testa, Richard
 Thanash, George
 Thatcher, Matthew
 Thibodeau, Michael
 Thomas, Dale
 Thomas, Daryl
 Thomsen, Michael
 Thomson, William
 Timmerman, Thomas
 Torrey, George
 Travers, Jeremy
 Treen, Thomas
 Trifon, Robert
 Turcott, Keith
 Twiford, Jonathan
 Twomey, James
 Unger, Kenneth
 Vazquez, Rene
 Venuti, Paul
 Videika, Romualdas
 Vogel, Lee
 Vroome, Brian
 Walker, Philip
 Walker, Robert
 Wall, Sean
 Walsh, Dominic

Watts, Harold
 Webber-Bey, Serena
 Weber, Timothy
 Weismann, Mark
 Weiss, Daniel
 Weitkamp, Nicholas
 Whitton, Justin
 Whyte, William
 Wiessmeyer, Edward
 Williams, Charles
 Wilson, Matthew
 Wilson, Wayne
 Winroth, Dana
 Wolff, Theodore
 Womble, Robert
 Woodwar, Craig
 Wormwo, Andrew
 Wright, Patrick
 Wyatt, Peggy
 Yang, John
 Yaniga, George
 Yelland, Brain
 Yuhas, Christian
 Yung, Thant
 Zaleski, Richard J.
 Zalewski, David
 Zalewski, Matthew
 Zaucha, Christopher
 Ziolk, Jerzy

Vacation Contributions to the P.A.F.

M.E.B.A. Benefit Plans has a new option for participants to contribute to the PAF from vacation checks. You can choose any amount as a one-time contribution to be deducted from your vacation check. This can be in addition to your monthly contribution, or alone as a one-time deduction. There is a space to fill in the amount on the front of the Application for Vacation Pay. A PAF receipt will be mailed to you with your vacation check. Two new vacation applications have been posted on the M.E.B.A. Benefit Plans' website (www.mebaplans.org) - the first for Cleveland/Interlake. The other is the general Application for Vacation Pay. If you have any questions, please contact the Vacation Plan in Baltimore or one of the Representatives in the Outport offices.



Members keep things on an even keel onboard the Patriot-managed Military Sealift Command LMSR USNS CHARLTON. Left to right are 3rd A/E-2 Eric Jaskoviak, 2nd A/E Marc Poniatowski, 1st A/E Sean Nolan (on loan from USNS POMEROY), C/E Josh Knowles and 3rd A/E-1 Connor Ahern.



M.E.B.A. Deck and Engineering Officers Man the LIBERTY PEACE

Following 12 months of action by the M.E.B.A., supported by fellow unions which stood in solidarity, AMO officers were finally forced to depart the vessel and M.E.B.A. completed the manning of the LIBERTY PEACE. After Liberty Maritime Corporation violated the contract by crewing the vessel in August 2017 with non-M.E.B.A. deck and engineering officers, our members, applicants and retirees mobilized in an effort to help the company “see the light.”

That motivation not only took the form of informational pickets by M.E.B.A. members, applicants and retirees greeting the vessel during the majority of its U.S. port visits during this time period, but it also involved the filing of an association grievance and a court filing to compel arbitration. On September 14, 2018, the court issued its decision in the Union’s favor to compel arbitration over the LIBERTY PEACE contract dispute.

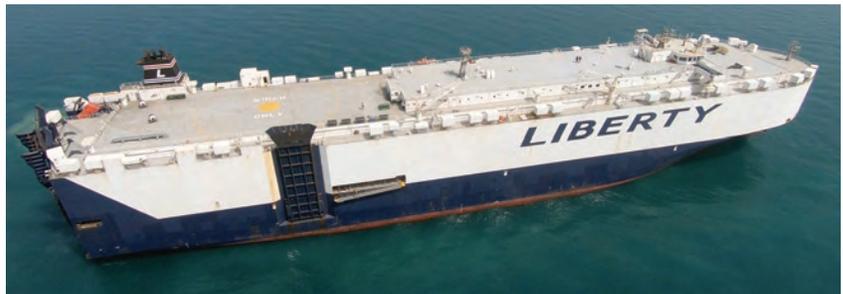
Additionally, the Union was successful after filing an Article XX complaint with the AFL-CIO against the SIU/AMO, which eventually forced Liberty to adhere to its contractual obligation. Once the non-M.E.B.A. officers were directed to depart the LIBERTY PEACE in June

2018 and again more recently, the company had no choice but to abide by the agreement with M.E.B.A.

Despite the success with this specific contract violation, the Union must continue to keep the company’s feet to the fire on a number of other outstanding contractual issues in order to seek final resolution.



Members in California's Port Hueneme picketing Liberty Maritime in February over their violation of our CBA regarding the LIBERTY PEACE (which can be seen in the background). Since then, the Union crewed up the vessel with M.E.B.A. deck and engine officers. Left to right are Jeanne Klaine, Louis Brooks, Larry Holbert, Mike Schindler, Molly Paul, Joe Lawrence and L.A. Patrolman John McElhone.



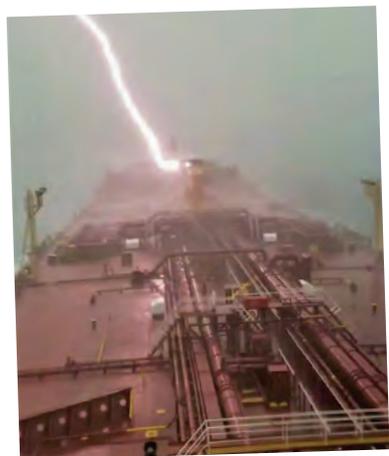
A bird's-eye view of the LIBERTY PRIDE near Kuwait's Port of Shuaiba. Member Mark Bostick sent in this postcard-ready shot. M.E.B.A. deck and engine officers in the Liberty fleet are demonstrating their professionalism and continue to deliver the goods.



M.E.B.A. deck and engine officers are working hard to keep the ships in Liberty's fleet running smoothly. Here, Chief Engineer Craig LaChance prepares to receive lubes aboard the LIBERTY PROMISE in Jacksonville.



1st A/E Phil Lessard took this amazing shot of a direct lightning strike to the floodlight mast of the SEAKAY SPIRIT forward of the crane. This photo was taken on one of the vessel's final runs. Since then, this old workhorse – formerly known as the SIERRA as well as the SS KENAI – wrapped up its serviceable life and was sold for scrap.



Working Families Get Short Shrift as White House, High Court Turn the Screws on Unions

The AFL-CIO is calling on workers to unite in the wake of withering, unrelenting attacks against labor unions that further tip the balance in favor of corporate fat cats.

In a blow to working families and a victory for President Trump and well-funded anti-union factions, the Supreme Court ruled that public sector unions cannot require payment of “fair share” fees from bargaining unit members – even though they can still enjoy the same higher negotiated wages, benefits and working conditions as dues-paying union members.

The 5-4 *Janus vs. AFSCME Council 31* decision means that “right to work” laws now essentially govern federal, state and local government workers. M.E.B.A. is addressing the ruling’s effects on our applicable bargaining units as well as those of our affiliates. However, those affected who choose to “opt-out” will be absent a voice in the Union and have no vote in union representation or contracts. They also would lose their privilege to involve themselves in the many internal democratic rank and file committees designed to improve working conditions and promote transparency. In addition, they would forego their ability to attend and participate in Union meetings as well as relevant discussions and negotiations. Free-riders will seal themselves off from utilizing the union to seek alternate employment within the M.E.B.A. umbrella in a different private-sector bargaining unit. The M.E.B.A. has a history and a collective voice, like many other labor organizations, with a purpose to ensure that our membership is heard. As ever, the Union will continue its mission to elevate their rights and ensure their hard work is adequately compensated.

In another high court ruling favoring employers over workers, the Supreme Court ruled – again 5-4 - that employers can require workers to arbitrate disputes individually instead of through joint arbitration or class action lawsuits. The decision in *National Labor Relations Board vs. Murphy Oil USA, Inc.* is a win for companies and could affect as many as 25 million employment contracts. Justice Ruth Bader Ginsburg, joined by Justices Sonia Sotomayor, Stephen Breyer and Elena Kagan, called the decision “egregiously wrong” and pointed out that the ruling would likely lead toward “the under-enforcement of federal and state statutes designed to advance the well-being of vulnerable workers,” as individual employees will be less inclined to pursue workplace issues alone.

Working families helped propel Donald Trump to victory in 2016 with the candidate’s tough trade talk and pro-worker



AFL-CIO leadership fired up the crowd at an AFGE-hosted rally in Washington D.C. denouncing the administration’s attacks on working men and women. Left to right are AFL-CIO’s Secretary-Treasurer Liz Shuler, President Richard Trumka and Executive V.P. Tefere Gebre, among others. “Red for feds” rally-goers were showing their support for federal workers who have been compromised by a series of Trump Executive Orders as well as a recent Supreme Court ruling that aims to undermine labor unions.

platform. But once seated in office, reality reared its ugly head and the President exposed his alliance with corporate interests and his disdain for working families. His massive tax cut benefiting corporations, lack of action on infrastructure and nomination of two-anti union Supreme Court Justices was a salvo against organized labor. Though the strengthening of the economy has continued in this administration, real wages actually fell over the past year – taking inflation into account – and workers pocketed less. The administration also continues to weaken or strip away worker safety protections and has largely abandoned development of new protections. In addition, the President also named management-side labor attorneys to the National Labor Relations Board which is now better positioned to reverse pro-worker policies.

Then, in the lead-up to Memorial Day weekend, President Trump signed three Executive Orders intended to chip away at due process and collective bargaining rights for federal employees. The first Order drastically curtailed “official time” which allows labor unions to represent union and non-union bargaining unit members in disciplinary actions and other matters. A second Order watered down grievance procedures and eased the way for agencies to fire workers instead of disciplinary measures. A third Order targeted collective bargaining agreements to better assist the Government

against unions negotiating contracts. The American Federation of Government Employees (AFGE), the largest union representing federal government workers, said these Orders removed “checks and balances in the federal civil service” and opened “employees up to retaliation, discrimination and unjust termination.”

Twenty-three top Democrats expressed outrage in a strongly worded letter asking the President to rescind the Orders. The letter said that the goal of the E.O.s “appears to be to completely eradicate unions from the federal workplace.” In a slightly more tepid letter, twenty-one House Republicans also called for the rescission of the Orders asking President Trump to embrace longstanding federal labor statutes “that protect America’s civil service from discrimination, unfair treatment, and sexual harassment.”

AFGE President David Cox said the White House action was “basically an attempt to make federal employees at-will employees, so you can make them political employees, so you can hire anyone who had a bumper sticker for you in the last election. This is more than union busting – it’s democracy busting,” he continued. He called the Orders “a direct assault on the legal rights and protections that Congress has specifically guaranteed to the two million public-sector employees across the country who work for the federal government.”

Labor unions vowed to fight. AFGE was the first union to file a lawsuit as they issued a challenge to two of the Executive Orders. The National Treasury Employees Union (NTEU) also contested two of the Orders. M.E.B.A. then banded together with a dozen other coalition unions for a comprehensive filing with the D.C. District Court challenging all three Executive Orders. M.E.B.A. is part of the Federal Workers Alliance (FWA), a coalition of unions fighting for the interests of federal workers and their families. Through our affiliates and many of our bargaining units, the M.E.B.A. represents a large cross-section of Federal and State employees.

In late August, the arguments of the combined 15 unions, including the M.E.B.A., were validated by a Federal Judge following a ruling that the three anti-labor Executive Orders were a Presidential overreach and violated statutory law.

Before the ruling, Federal agencies had already begun implementing workplace changes which have been both combative and chaotic in their implementation. AFGE said that even before the Orders were issued, the Department of Education began implementing illegal anti-union policies in anticipation of the EO’s. They noted that after the Orders were signed, “other agencies including the Social Security

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A union is a relentless advocate for workers that strengthens democracy and protects members while improving their workplace experience.



The anti-worker tilt of the Supreme Court appears to have become further entrenched with the additions of Justices Neil Gorsuch and soon-to-be Brett Kavanaugh. Unions are girding themselves in the wake of the Janus decision as opponents are clamoring to wage more damaging attacks.



The labor movement is mobilizing in an effort to ensure that workers continue to have a voice in the future against greedy corporate interests. Visit FreedomToJoin.org, a website that discusses the implications of the Janus ruling and provides key information about unions and the latest progress.

Administration and Department of Veterans Affairs... issued similar edicts in an attempt to eradicate unions from the federal workplace and deny workers their legal right to representation.”

But those newly enacted policies will now have to be unwound in light of the court’s decision. U.S. District Judge Ketanji Brown Jackson’s 122-page decision noted that the President exceeded his authority with the issuance of the Orders and said the EO’s would “eviscerate the right to bargain collectively as envisioned in the Federal Service Labor-Management Relations Statute (FSLMRS).” Though most of the egregious provisions were found to contravene the intent of the FSLMRS, Judge Jackson did uphold portions of the Orders that did not conflict with the Statute. Her ruling noted, “This Court has concluded that many of the challenged provisions of the Orders at issue here effectively reduce the scope of the right to bargain collectively as Congress has crafted it, or impair the ability of agency officials to bargain in good faith as Congress has directed, and therefore cannot be sustained.”

“The judge rightly found that the president is not above the law and cannot, through these blatantly anti-union and anti-worker executive orders, eviscerate employee rights and undermine the collective bargaining process established by Congress,” NTEU President Tony Reardon said. “Today’s ruling is a resounding victory for all who want a fair and effective civil service.” At press time, the Government had not yet announced their next move which could involve an appeal or a rewrite of the Orders.

But the flurry of anti-union Executive Orders didn’t end at three. On July 10th, President Trump issued an Order that effectively politicizes the hiring of Administrative Law Judges (ALJ). ALJs are independent decision-makers adjudicating claims or disputes in federal agency hearings, including the Coast Guard and Federal Maritime Commission. The EO enables the government to forego the competitive ALJ hiring process allowing them flexibility to hire Judges that conform to certain ideologies and political orientations. Congressman Richard Neal (D-MA) said, “This executive order is yet another example of President Trump putting special interests and loyalists ahead of American families’ wellbeing...Allowing the appointment of judges who are big campaign donors, beholden to industry, or otherwise unqualified will result in unfair, biased rulings that harm ordinary Americans.”

The Trump administration also rescinded the Department of Labor’s “persuader rule” which requires companies to

disclose any consultants or lawyers contracted for anti-union persuasion efforts. The rule had been hailed as a win for workplace transparency when it was implemented in 2016.

AFL-CIO National Media Director Josh Goldstein said the decision helps shield the “sinister practices of employers and their hired guns... They have thrown a dark veil over the shady groups that employers hire to take away the freedoms of working people.”

The administration’s relentless assaults against labor is proving to be unsympathetic to America’s working families and seems designed to make workers the pawns of corporate interests. The labor movement continues to gird itself in the wake of these continued attacks and is determined to raise the standard of living and empower working people.

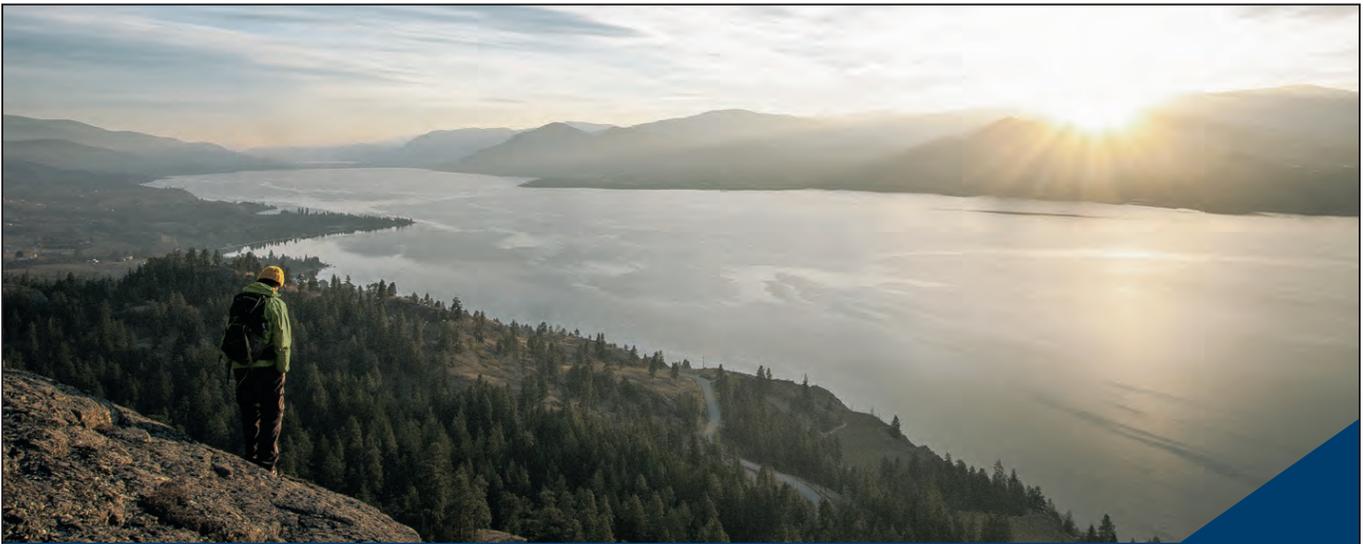
In early August, the Show-Me State gave labor a glimmer of hope when 63% of voters said “No” to “Proposition A” which would have locked in Missouri as the 28th right-to-work state in the nation. “Prop A” proponents mischaracterized the initiative as a boon for the economy and working families. But labor interests undertook a widespread grassroots effort to inform voters of the truth and knocked on hundreds of thousands of doors, made a million phone calls and visited workers at over 1,000 job sites.

An Economic Policy Institute study concluded that workers in Right to Work states make \$5,000 less on average per year coupled with watered-down benefits and protections. In addition, such states have higher workplace and infant mortality rates, higher poverty rates and invest less in education.

AFL-CIO President Richard Trumka said the Missouri vote is indicative of “a true groundswell” for working families. “The defeat of this poisonous anti-worker legislation is a victory for all workers across the country... Tonight is the latest act of working people changing a rigged system that for decades has been favoring corporations, the mega wealthy and the privileged few. From statehouses and city councils to the halls of Congress, working people are fighting back; and this November, we will elect our allies and retire our enemies.”

The Federation is calling on Americans to back pro-labor candidates during the upcoming elections and asking them to embrace the power of solidarity. Trumka issued an urgent call to action: “If you want a raise, better benefits and the dignity of having a voice on the job, we’re saving a seat for you. Join us—be a part of the fight to build a brighter future for you, your family and working people everywhere.”





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Honoring Our Heritage – Support the 4MF!

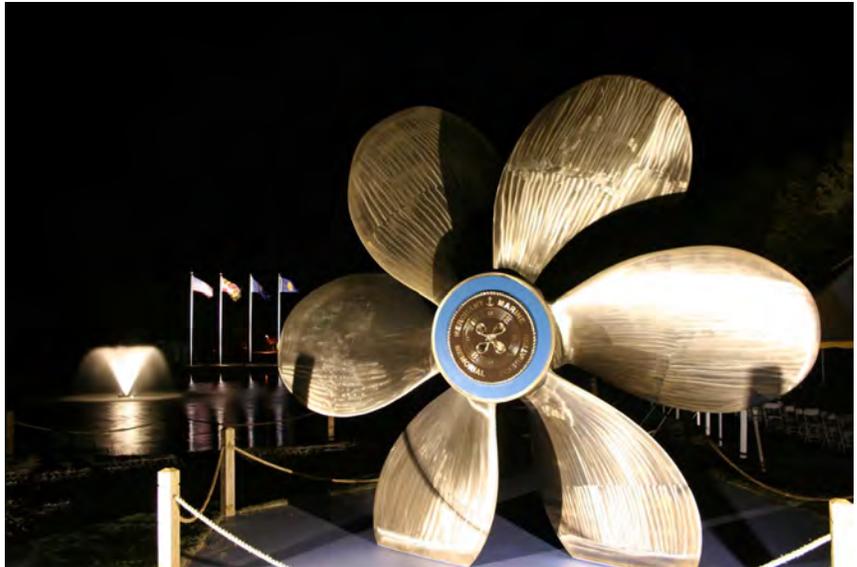
Last year, a District-wide raffle and fundraiser helped replenish the Good & Welfare Fund, a terrific cause that aids members, applicants and retirees in their time of need. Now it's time to help shore up the M.E.B.A. Merchant Marine Memorial Foundation (4MF) which supports the Memorial located at the Calhoun M.E.B.A. Engineering School (CMES). The Memorial honors fallen mariners who helped blaze the proud tradition our members continue today.

Tickets for a raffle in support of the 4MF are available now at each of the Union halls as well as Headquarters, M.E.B.A. Plans and at the CMES (see Trish). POID members can contact April who has tickets. Members, applicants, retirees and everyone else are strongly encouraged to support the 4MF which provides upkeep and improvements to the Memorial Park. The winning raffle ticket (\$2 apiece) will be drawn on October 9, 2018 at the CMES during the monthly membership meeting. You do not need to be present to win. The grand winner will receive a princely sum - 50% of the proceeds from raffle sales – so plan to purchase a thick stack of tickets.

4MF Chairman Bill Van Loo pointed out that since 1775, “American mariners have been integral to our country’s economy and national security...It’s important to honor our heritage as we build on the tremendous legacy they left. At its heart, America is a seafaring nation. As we look to revitalize our industry for the challenges to come, we can point to the mariners of the past who showed us the way and helped make this country great. We owe them this tribute.”

Many thanks to M.E.B.A.-contracted company Keystone which recently aided the cause with a fantastic contribution. Several of our other companies, including Matson, have also shown their generosity to the 4MF.

Members are urged to keep M.E.B.A.’s Memorial in mind all year long and support it when they can.



The M.E.B.A. Merchant Marine Memorial at night. Continued Memorial Park enhancements help make each visit a fresh experience.

<p>No. 1875 M.E.B.A. Honoring our Heritage Raffle October 9, 2018</p> <p>Name _____ Address _____ Phone/Email _____</p>	<p>M.E.B.A. Merchant Marine Memorial Foundation Honoring Our Heritage</p> <p> 50/50 Raffle </p> <p>Drawing: October 9, 2018 at the Oct. CMES Membership Meeting</p> <p>\$2 per ticket <i>(You do not need to be present to win.)</i>  No. 1875</p>
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Purchase a raffle ticket and support this great cause!

Shipping Shorts

M.E.B.A. Urges Canal Authority Dialog with Mariners

M.E.B.A. recently urged the Panama Canal Authority (ACP) to dispense with antagonistic disciplinary tactics and instead meet with concerned mariners over improving Canal safety. Mirroring a communication sent by Nautilus International to the Panamanian Consulate in London, M.E.B.A. dispatched a strongly worded letter to the Panamanian Embassy in Washington D.C. calling for cooperative efforts between ACP and the Canal unions in furtherance of safety initiatives. Nautilus International is a trade union and professional organization serving, supporting and protecting the interests of more than 22,000 maritime professionals around the world.

Some months back, the ACP announced sanctions involving removal or warnings for captains who balked at “business as usual” after the Authority reduced the number of tug deckhands

thus compromising vessel safety. ACP made the decision unilaterally without consultation from mariners. The Union of Canal Tugboat Captains and Deck Officers said the ACP decision “to eliminate a tugboat [crewmember] from the bow endangers the safety of customers, workers and the Canal’s own facilities.” This is compounded by concerns they raised about excessive overtime required of tugboat Captains, leading to fatigue. The same concerns were also raised by the National Transport Safety Board (NTSB) after they found that a recent collision was caused by fatigue stemming from excessive working hours. The ACP has continued to ignore Canal unions, including M.E.B.A. affiliate Union de Ingenieros Marinos (UIM), which have pointed out serious concerns about Panama Canal Authority cost-saving shortcuts that compromise worker safety.

Along with Nautilus, M.E.B.A. called for the Panamanian government to ensure that ACP enters into a

‘constructive dialogue’ with maritime unions. The letter noted, “For the safety of all ships and all seafarers passing through the Canal, it is essential that operational standards are maintained at the highest levels.”

OUIS Meeting in Panama

As part of the Officers Union of International Seamen (OUIS), M.E.B.A. and MM&P representatives took part in productive meetings in Panama recently for the organization’s annual board meeting. The OUIS is a cooperation created with the MM&P in 1994 that helps lift standards and wages for mariners serving onboard flag-of-convenience vessels.

M.E.B.A.’s Gulf Coast V.P. Erin Bertram serves as Chairperson on the OUIS Board. Other M.E.B.A. board members on the OUIS include Atlantic Coast V.P. Jason Callahan and Norfolk Branch Agent Tracy Burke. MM&P’s OUIS representatives include Secretary-Treasurer Steve Werse, Atlantic V.P. Don Josberger and Gov’t



As part of the 9th annual Sail-In, the maritime industry converged on Capitol Hill for 150 visits with Members of Congress. They promoted important industry statutes and programs such as the Jones Act, MSP, cargo preference and the need for upgraded maritime academy training ships. In this photo, a Sail-In group visited with Senator Tammy Duckworth (D-IL) who is a retired U.S. Army Lieutenant Colonel who soon after became the first sitting U.S. Senator to give birth. She has been a strong and reliable voice on our issues. Seen here are (l-r) M.E.B.A. Atlantic Coast V.P. Jason Callahan, Sen. Duckworth, MM&P President Don Marcus and American Maritime Congress President Jim Caponiti. Maersk Line President Bill Woodhour was part of the group until midday when he had to head back to the office.



One of the Sail-In meetings on Capitol Hill. Group #4 met with the affable Rep. Dan Donovan (R-NY-11), a big proponent of the Staten Island Ferries which are in his District. The Congressman is at left. Moving to the right are William Hanson (Great Lakes dredging), Bill Van Loo (M.E.B.A. Secretary-Treasurer), Will Wallgren (Dutra Group - Dredging), a Donovan aide and Dr. Michael Alfultis (President of SUNY Maritime College).

Affairs/Gulf Ports V.P. Klaus Luhta. M.E.B.A. President Marshall Ainley and MM&P Don Marcus were guests of the OUIS.

In addition to OUIS business, the M.E.B.A. contingent toured areas of the Panama Canal and, along with the ILWU and MM&P, had a constructive dialog with affiliated Panamanian unions. They included ILWU affiliate UPCP (the Canal Pilots), MM&P affiliate UCOC (Canal Masters & Mates) and M.E.B.A. affiliate UIM (Canal Engineers). The Panamanian unions have had a plethora of Canal safety concerns that were roundly discussed and the six unions worked on strategy. OUIS Chairperson Erin Bertram also addressed a gathering of female cadets at the Universidad Maritima Internacional – the maritime academy in Panama City.

The OUIS participates in the work of the International Transport Workers Federation (ITF) and is part of the Nautilus Federation. Nautilus represents international mariners and shipping professionals with the objective of raising the voice of officer issues such as criminalization. M.E.B.A. is also an affiliate of Nautilus.

Six-Union MLA Converges at M.E.B.A. HQ

Representatives of the six-unions that make up the Maritime Labor

Alliance gathered at M.E.B.A. Headquarters recently to address new industry developments and strategize on issues of importance. The MLA is a cooperation between the ARA, IBU, ILA, ILWU, M.E.B.A. and the MM&P that fights to protect MLA member jurisdictions, working conditions and labor rights. M.E.B.A. was represented at the meeting by President Marshall Ainley, Secretary-Treasurer Bill Van Loo (who also serves as MLA Secretary-Treasurer), Gulf Coast V.P. Erin Bertram and Political Director Matt Dwyer.

Each of the affiliates gave a report at the meeting and a variety of topics were tackled including Liberty Maritime, Alaska Marine Highway System, Maersk Line Ltd. contract and developments with the Pasha-MM&P unfair labor practice complaint. They also discussed a myriad of legal and legislative issues. The Alliance also re-elected MM&P's Don Marcus as MLA President and M.E.B.A.'s Bill Van Loo as MLA Secretary-Treasurer.

Vacation Reminder: Check Your Return to Work Date

Members on vacation should make certain of their return-to-work date to ensure there is no conflict with your vacation when taking a job at a hall. Members should know that taking work while on vacation or receiving a paid vacation benefit – without express permission/waiver from a

Branch Agent/V.P. – violates both the M.E.B.A. Shipping Rules and Vacation Plan regulations and will trigger penalties including possible loss of vacation time. Refer to Shipping Rule #5(b) and the M.E.B.A. Vacation Plan Summary Plan Description (Pages 7-10) for reference.

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

On Day Two of a massive tabletop Government fleet activation, M.E.B.A. satisfied our exercise obligations by filling engine and deck jobs on over 20 vessels. The Maritime Administration oversees this annual simulated breakout that helps evaluate whether the industry's workforce is capable of supporting a major ramp-up of surge sealift ships. This was a paper exercise and mariners were not required to report to the vessels. Specifically, the nine-day Command Post Exercise simulates the activation of the Ready Reserve Force fleet and Military Sealift Command surge vessels to test procedures and coordination necessary to meet strategic sealift requirements.

Many thanks to NY/NJ Patrolman Nico Sermoneta and Norfolk Branch Agent Tracy Burke, Tampa Branch Agent Adam Smith and Oakland Patrolman Max Alper who ensured that M.E.B.A. aced the exercise.

continued



M.E.B.A. Oakland recently hosted a function for maritime champion John Garamendi, California Congressman. Not surprisingly, there was a large turnout from the maritime unions who are big fans of Rep. Garamendi's efforts to revitalize the U.S. Merchant Marine and jumpstart crude and LNG exports with U.S.-flag ships. From left to right are MFOV V.P. Ivy "Cajun" Callais, SUP V.P. Dave Connolly, Rep. Garamendi, SIU Port Agent Nick Marrone II, MFOV President Anthony Poplawski, SIU West Coast V.P. Nick Celona and M.E.B.A. Executive V.P. Adam Vokac. Mostly out of sight in the back are M.E.B.A. Matson Port Engineer Todd Simonse and Oakland Patrolman Max Alper.

The M.E.B.A.-crewed MarAd (RRF) vessels that were "activated" are managed by Patriot Contract Services, Matson Navigation and Keystone Shipping.

The new M.E.B.A. database helped officials better coordinate the exercise from our end. As the system becomes more polished and additional functions are implemented, it should become even more valuable in fluidly assisting future exercises and other endeavors. Members, applicants and retirees should make sure to keep the Union updated with their latest contact information and other important data to assist our records and ability to better pursue initiatives and job opportunities for our membership.

Our thanks go out to all those who participated in Breakout 2018. In addition, appreciation should be expressed to all the officials, dispatchers and staffers spread out across the M.E.B.A. halls and offices who banded together to ensure that the Union met the Government requirements many days before the deadline. Had the activation been real, members were poised to rush to the defense of our country.

5-Year Agreement for Delaware Launch Operators

The M.E.B.A. launch operators on the Delaware Bay and River have a new 5-year contract in place after bargaining unit members ratified a Memorandum of Agreement. The launch operators are part of the Pilots' Association for the Bay and River Delaware. Our members maintain the launches and transport ship pilots to commercial vessels transiting the Bay and River and its tributaries.

The new agreement went into effect in February and stretches out to 2022. The MOA ushers in improvements to wages and vacation with increases to health and welfare benefits. Bargaining unit members gathered last month and endorsed the new agreement in a ratification vote that put the new contract into effect. M.E.B.A. Atlantic

Coast V.P. Jason Callahan and NY/NJ Patrolman Nico Sermoneta oversaw the contract process for the Union.

Remember to Bring Shot Records Onboard

Mariners are reminded to keep their vaccination records with them when sailing – especially when shipping onboard MSC-contracted vessels. If unsure what is required, it is a good idea to check with an M.E.B.A. clinic.

Those in Dues Arrears Set to Be Dropped in December

Members or applicants two or more years in arrears on their dues and/or service charges will be DROPPED from the membership or applicant rolls. The District Investigating Committee (DIC) is making its



Military Sealift Command expeditionary fast transport ship (EPF) USNS BRUNSWICK passes the port side of MSC EPF USNS FALL RIVER. The BRUNSWICK was mooring in Guam in support of Pacific Partnership 2018, a multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific.



M.E.B.A. Secretary-Treasurer Bill Van Loo spoke in favor of a new pro-U.S. shipping bill in late May at a press conference on Capitol Hill. Rep. John Garamendi's "Energizing American Shipbuilding Act" is a bill to require a percentage of exported American crude oil and LNG to travel on U.S.-built and U.S.-flag ships. If enacted, H.R. 5893 could lead to the construction of 50 new U.S. tankers and create thousands of manufacturing and maritime jobs by 2040. At the press conference, which took place on Maritime Day, are (l-r) Rep. Duncan Hunter (R-CA), Sen. Roger Wicker (R-Miss.), Rep. Garamendi, Bill Van Loo (at the podium), Rep. Donald Norcross (D-NJ) and Rep. Alan Lowenthal (D-CA).

review and will issue their drop list in early December. If you are in arrears and desire to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage and return to good standing. Members and applicants can make payments online in a secure manner. Visit the M.E.B.A. homepage at www.mebaunion.org.

Use M.E.B.A. Portal to Iron Out LWOP/Vacation Dues Lapses

Some M.E.B.A. bargaining unit members pay dues by automatic Dues Check-Off (DCO). But when DCO members take vacation or (in the case of the Government fleet) Leave

without Pay (LWOP), there are lapses in payroll where dues aren't automatically submitted. Those members can go to the M.E.B.A. payment portal, select their bargaining unit on the "Check Off Catch-Up" section and make sure they remain as a member in good standing. Finally, a "Vacation Pay" option is now available on the portal. This will prove useful for port engineers and Union officials who can now make these payments online. Many members and applicants think the portal is the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs. You can access the portal by visiting the M.E.B.A. homepage (www.mebaunion.org).

Revamped "Energizing American Shipbuilding Act" Relaunched

Congressman John Garamendi (D-CA) is redoubling efforts to secure tangible progress for the U.S. Merchant Marine by launching a revamped version of his previous bill to jumpstart U.S.-flag energy exports. H.R. 5893, the "Energizing American Shipbuilding Act" is a bill to require a percentage of exported American crude oil and LNG to travel on U.S.-built and U.S.-flag ships. The Congressman said the bipartisan, bi-cameral effort would lead to the creation of 50 new U.S. tankers and create thousands of manufacturing and maritime jobs by 2040. Days later,

continued

Longtime Oakland Dispatcher Kathy McCurdy's retired in late March after almost 32 years with the Union. Clockwise, past and present Dispatchers wished Kathy well at her retirement party. Left to right are Seattle Dispatcher Kirsten Wilhelm, L.A./Wilmington Dispatcher Yvette Reed, Retired San Francisco Dispatcher Marion Carlson, Retired Oakland Dispatcher Kathy McCurdy and current Oakland Dispatcher Michelle McGlaston. Many thanks to Kathy and we wish her smooth sailing in retirement. We're also very pleased to have Michelle and we'd like to say, "Welcome aboard!"





Scenes from the D.C. National Maritime Day observance at DOT Headquarters. The theme was "Maritime Voices! Yesterday, Today & Tomorrow." Several WWII merchant mariners were on hand for the ceremony as the American Merchant Marine Veterans (AMMV) have been making the rounds on Capitol Hill that week. The always-excellent Gen. Darren McDew (former USTRANSCOM leader) was among the speakers. He told the maritime industry gathering that he is one of their biggest fans - "and that's today AND tomorrow."



M.E.B.A. participated in the Maritime Day observance in San Pedro, CA and took part in the wreath laying ceremony honoring merchant mariners. Left to right are M.E.B.A. Retiree Chief Engineer Jim Gillen and M.E.B.A.'s L.A. Branch Agent Rich Doherty.



M.E.B.A. helped honor past and present merchant mariners at the Maritime Day observance in Galveston, TX. Presenting a wreath at the ceremony were (l-r) MM&P retiree Wayne Farthing, M.E.B.A. Gulf Coast V.P. Erin Bertram, Juli Rodriguez (on behalf of Texas Maritime) and AMO's Dave Weathers.

Sen. Roger Wicker (R-MS) introduced an identical measure in the Senate (S. 2916).

The bill is similar to earlier legislation introduced by Rep. Garamendi but supplemented by more defined U.S. shipbuilding provisions along with adjusted percentages of exports required to be carried on U.S.-flag vessels. The bill would require that 2% of LNG exports travel on U.S.-built vessels in 2024 ramping up to 15% in 2040. Crude exports would travel on U.S.-built ships beginning at 1% in 2023 ramping up to 10% in 2032. The bill also provides for training opportunities for U.S. mariners to ensure their readiness for these future job opportunities.

House Bill Would Honor WWII Merchant Mariners

Congressman John Garamendi (D-CA) has introduced a bill to collectively honor World War II merchant mariners with the Congressional Gold Medal. If passed, H.R. 5879 would authorize a gold medal of appropriate design to be awarded to WWII U.S. merchant mariners on behalf of Congress. It would be placed in the American Merchant Marine Museum and duplicates could then be struck to be made available to the public. The bill is the House companion to the Senate bill (S. 2127) forwarded by Senator Lisa Murkowski (R-AK). Rep. Garamendi picked up the torch in the House for the identical legislation that was fronted by Congresswoman Susan Brooks (R-IN) in the last session of Congress.

Report Refutes Notion that Jones Act Jacks Up Puerto Rico Prices

Economists from Boston-based Reeve & Associates and San Juan-based Estudios Técnicos, Inc. released a joint report, "The Impact of the Jones Act on Puerto Rico," that concluded the Jones Act has no impact on either retail prices or the cost of living in Puerto Rico. In addition, the report found that the state-of-the-art maritime technology, Puerto-Rico focused investments, and dedicated closed-loop service offered by Jones Act carriers provide a significant positive economic impact to the island, at freight rates lower or comparable to similar services to other Caribbean Islands.

The report analyzed the impact on consumers by evaluating the competitiveness of freight rates in the U.S./Puerto Rico market, the quality of service provided by the Jones Act carriers, and the impact of the carriers' freight rates on the prices of goods shipped between the United States mainland and Puerto Rico. You can view the full report at this link: <https://tinyurl.com/JonesActReport>

continued



M.E.B.A. Secretary-Treasurer Bill Van Loo was honored with the Seafarers International House (SIH) "Outstanding Friend of Seafarers" award in late April in New York City which he accepted on behalf of the M.E.B.A. and our hardworking members. In the background, Rev. Marsh Drege, SIH Executive Director, looks on admiringly. Keystone's Phil Fisher was also a deserving recipient of the Seafarers International House "Friend of Seafarers" award. Chris Roehrer, at right with Rev. Marsh Drege, received a surprise SIH award as he heads into retirement after many great years of service with the Seafarers House.



Seattle officials visiting members in the Washington State Ferry system to discuss important issues. Branch Agent Jeff Duncan is at right seen here with Patrolman Kevin Cross.



M.E.B.A. welcomed the Commander of the Military Sealift Command Rear Adm. Dee Mewbourne to the Calhoun M.E.B.A. Engineering School recently. School officials as well as M.E.B.A. Secretary-Treasurer Bill Van Loo brought the Commander around for a tour and showed off the assets used to execute the School's mission in support of MSC and the Merchant Marine. In the School's Diesel Lab are (l-r) Brandon Wooton (M.E.B.A. applicant currently working for RADM Mewbourne), CMES Academic Manager Bryan Jennings, CMES Director Chuck Eser, Rear Admiral Dee Mewbourne, M.E.B.A. Secretary-Treasurer Bill Van Loo and MSC Personnel Director Mike Morris.

M.E.B.A. members onboard the Chevron tanker MISSISSIPPI VOYAGER including (l-r) Alison Griffith, Cameron Benoit, L.A. Patrolman John McElhone and Jeremy Rush. M.E.B.A. recently stepped up its representation in the four-ship U.S.-flag Chevron tanker fleet. The photo was taken by M.E.B.A.'s Jeffery Klitzke.



Patriot Contract Service's 20th Anniversary party last year featured a PCS flag signed by employees that was co-opted for display at M.E.B.A.'s Union hall soon after. Following M.E.B.A.'s holiday party a month later, the PCS flag along with an M.E.B.A. banner "mysteriously" vanished. Remarkably, Patriot brought the banner aboard almost all the ships in their fleet for photo opportunities at locations around the globe. PCS then reunited the flag and banner at the Oakland hall along with a terrific photo compilation of the banner's ship visits. Left to right are Oakland Patrolman Max Alper, Patriot's Dave Nolan, M.E.B.A. Executive V.P. Adam Vokac and Patriot's Margaret Reasoner.



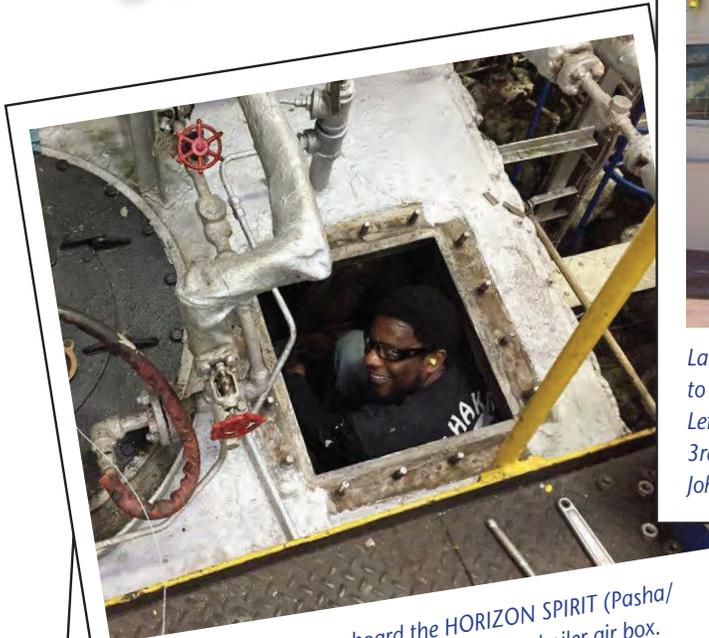
Crewmembers onboard the Military Sealift Command expeditionary fast transport vessel USNS TRENTON saved 41 African migrants from drowning after miraculously spotting them struggling to stay above water after the loss of their vessel 20 nautical miles off the coast of Libya. The USNS TRENTON is crewed by expert civilian mariners from M.E.B.A., MM&P and SIU. Survivors were taken aboard the TRENTON and were provided with food, water, and medical care. They were transferred to Italian authorities days later.



Faces around the Fleet



Late last year, the HORIZON SPIRIT (Pasha/Sunrise) came out of layup to supply hurricane relief supplies to the ravaged island of Puerto Rico. Left to right are Captain Tom McCarthy, Chief Engineer Tom Dewhirst, 3rd Mate Johnny Z, Port Engineer Mike Popovich and relief Chief Mate John Walkup. Thanks to 1st A/E Derek Tuttle for the photo.



3rd A/E Sherman Frett onboard the HORIZON SPIRIT (Pasha/Sunrise) working on the air heaters inside the boiler air box.



Onboard the HORIZON SPIRIT (Pasha/Sunrise), 2nd A/E Dan Antonellis and Day 3rd A/E James D'Amico were spotted under the boiler repairing a superheater tube.



Deck officers talking shop at a membership meeting in the NY/NJ hall. Left to right are Scott Adler, Kevin Bennett, Mary Ellen Halloran, Patrolman Nico Sermoneta, Christian Ferraro, Robert Sundius and Richard McNair.



APL SINGAPORE C/E Fred Cuzner with Kings Point cadet Elena Chamberland and M.E.B.A. day worker Charles Brusa (kneeling) while conducting main bearing inspections. The ship was hitting Maritime Security Program age restrictions and was swapped-out in July with a newer vessel (the PRESIDENT FRANKLIN D. ROOSEVELT, formerly the APL HAWAII), from the CMA CGM international fleet.



The vast intellectual powers of M.E.B.A. officers extend far beyond the scope of seafaring as demonstrated by four of our members recently. As a side excursion while taking a course at the Calhoun M.E.B.A. Engineering School (BST Revalidation), the Blackthorn Irish pub in St. Michaels, MD crowned this tremendous team of Trivia kings after they showcased their superb grasp of random factoids. Mariners (from left to right) Phil Walker, Glenn Fuller, Ethan Barlow and Josh Keller are all surging with superabundant brainpower. They can just as easily talk about ship systems as they can recite Taylor Swift lyrics, pinpoint protagonists in Pinocchio and discuss the mating habits of platypuses.



World War II mariners at the recent American Merchant Marine Veterans (AMMV) Convention and reunion in St. Louis. They are asking for support of Sen. Lisa Murkowski's S. 2127 bill that proposes that Congress recognize the crucial role of WWII mariners and present a gold medal to the Fourth Arm of Defense on their behalf. Rep. John Garamendi introduced a companion bill (H.R. 5879) in the House.



James Caponiti
President, American Maritime Congress
AMC Perspective



China's Growing Threat

It's been a busy legislative quarter for the American Maritime Congress! In addition to taking part in the annual Congressional Sail-In (where the U.S. maritime industry met with more than 100 Senators and House Members), we've been steadfastly advocating on behalf of the U.S. Merchant Marine while promoting the importance of the Maritime Security Program, cargo preference, the Jones Act, and recapitalization of MarAd's Ready Reserve Force.

Although it's been a relatively successful 2018 from a legislative perspective, we now pivot to examining the mid-term congressional elections right around the corner. Long time champions of the U.S. maritime industry are departing, including: Rep. Bill Shuster, Rep. Rodney Frelinghuysen, Rep. Colleen Hanabusa, Rep. Frank LoBiondo, Rep. Charlie Dent... the list goes on. As with any new Congress, the 116th will require the Industry's full effort to help educate leadership as well as rank-and-file members about the critical role the U.S.-flag fleet plays to uphold the Nation's military and economic security.

As part of the effort to highlight the U.S. Merchant Marine's role in national security, AMC is proud to be taking steps to promote the importance of the Industry as a counterbalance to China's growing threats to U.S. economic and strategic interests. On October 1, the Center for Strategic and International Studies (CSIS) -- the premier national security think-tank -- will host a panel of leading maritime transportation and national security leaders to examine the role that the Chinese merchant marine plays in expanding military-industrial hegemony throughout the globe as part of its Belt and Road Initiative (BRI), and what the U.S. military-industrial sector (i.e., the USMM) can do to mitigate this growing threat.

For example, as part of the BRI, China has made an effort to bolster its presence in the Port of Djibouti by fomenting the country's recent efforts to oust the current port operator (DP World) and cede control of the port to China. The significance of such a move cannot be overstated -- Port Djibouti lies within miles of the only U.S. military base on the entire African continent, Camp Lemonnier which is supplied via the U.S. Merchant Marine through its terminals. It's also noteworthy that China has recently established its first extra-territorial military base adjacent to the port. It goes without saying that Chinese control of the port will allow China to dictate the flow of supplies and war materiel into Camp Lemonnier if it so desires.

The CSIS panel will help educate lawmakers on the critical role that the U.S. merchant fleet serves -- its ships, personnel and related port infrastructure -- to counteract potential low-intensity, economic aggression that may erode the military readiness of one of the DoD's most strategically important bases. The panel will hopefully prod policy-makers to renew the nation's commitment to grow and maintain the health of our industry.

AMC has played an active role within USA Maritime throughout the coalition's decision process to assume the role of sponsor for the panel event. Coalition sponsorship will enable industry members to provide significant input to determine panel participants and to set the tone and messaging of presentations. We would welcome the interest of M.E.B.A. members with respect to this unique enterprise, and we will be happy to report on the outcome of the panel, related impressions, and on future opportunities for this relationship to effectively promote the U.S. Merchant Marine.





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.”

EDWARD M. ALMBERG



Edward AlMBERG made his last muster on November 13, 2017 at the age of 94 surrounded by his loving family. He graduated from the U.S. Merchant Marine Academy at Kings Point, NY in 1944 and embarked on a successful seagoing career. He sailed for various shipping companies for 42 years including U.S. Lines where he was the Chief Engineer of the S.S. UNITED STATES as well as the SS AMERICAN APOLLO. He was born in St. Petersburg, FL and raised six children in Scotch Plains, NJ, before retiring to Palm Harbor, FL in 1993. Edward was predeceased by his loving bride of 63 years, Helen J. AlMBERG. He is survived by his children Helen Crawford, Susan Blackman, June Ciasulli, Patricia Presco, Edward AlMBERG Jr. and Eric AlMBERG. He is also survived by seven grandchildren and two great-grandchildren.



RALPH AMAT

Ralph Amat sailed into the sweet hereafter on April 10, 2017 at the age of 81. Born in Brooklyn, NY, he

had recently moved to Biloxi, MS after spending fifty years in New Orleans, LA. He served with the U.S. Marine Corps before honing his engineering skills and shipping around the world with the M.E.B.A. as a merchant mariner. He last went to sea shortly before his 1999 retirement aboard the ROBERT E. LEE for Waterman Steamship. Ralph is survived by his loving wife, Maria Campa; sons Rick and Mike; stepson Khalad Campa Amat; three grandchildren and four great grandchildren.

BERT PRESTON BANNISTER



Bert Bannister shipped off to the source on May 29, 2017 at the age of 93. Bert attended Tulane University where he joined the Navy R.O.T.C. and was a commissioned officer by the age of 19. His college experience was interrupted when he was called to active duty as a Naval Officer and he served in the Pacific theater until the end of World War II. Originally trained to serve as an underwater demolitions team (UDT) member, he was injured in a training accident after completing just a few missions. He was then re-assigned to the engine

room of an aircraft carrier and there completed his tour of duty. Returning to New Orleans after his discharge, he joined the M.E.B.A. and continued to work onboard ships as an engineer, eventually working his way up to Chief Engineer. During this time, he traveled many times to South America where he met his first wife, Blanca Romero. He resigned to take a land-based job as a boiler inspector and completed his Bachelor's degree in Physics from Tulane. Bert was very active socially. He and his wife, Olga, were members of a number of Carnival Krewes, notably Hercules and Pandora. He also pursued an abiding interest in gardening, not only maintaining a vegetable garden but also growing prize roses, which he often took to competitions. He, like his father before him, was also a member of the Masons and he attained 32nd degree. During his early and midlife years he was a very avid fisherman and hunter. Bert is preceded in death by his beloved wife of 48 years, Olga Flanner Bannister and his son, Bert Preston Bannister, II. Surviving family include his children Larry, George and Ronald Bannister; stepchildren Henry Weigand, Dana Laurent and Pam Sowa; grandson Gabriel; 13 step-grandchildren and 29 step-great-grandchildren and 3 step-great-great-grandchildren.



FRED W. BAYLES

Fred Bayles berthed at his final destination on May 25, 2018 at the age of 71. He performed engine room miracles on vessels around the world for years. He last shipped out as Chief Engineer with Sea-Land Service shortly before he retired in 2000. Fred was a resident of San Diego, CA and is survived by his wife Susan and children Megan and Fred.



RONALD J. BLOW

Eight bells rang for 78 year old Ronald Blow on May 28, 2018 after a battle with Mesothelioma.

He was a lifetime resident of Old Orchard Beach, Maine graduating from the Thornton Academy in the Class of 1957. He obtained a Marine Engineering Degree from Massachusetts Maritime Academy and served in the US Navy from 1957 to 1963. After that, he joined the M.E.B.A. and worked for several companies including Boston Fuel and Boston Tow Tugboat Companies. Starting in the early 1960s, Ron developed a passion for the game of golf which he learned at the former Old Orchard Beach Country Club where he was a member for several years until its closure. He was subsequently a frequent presence at the Deep Brook Golf Course, Saco until his death. He wintered in Fort Myers, Florida for several years so he could enjoy the warm weather and play golf year round.

During his lifetime, he served as a member of various civic and veterans organizations. At the time of his death, he served as the Inner Guard at the Biddeford –Saco Lodge of Elks # 1597 in Saco, Maine. In addition to the Elks, his services in other civic and veterans organizations included Masonic group St. John Lodge in Newburyport, Mass. as Grand Master, American Legion in Old Orchard Beach, and the Eagles in Saco, Maine.

He was a strong supporter of the Salvation Army. Survivors include his wife Elizabeth and daughter Heather Ann Forrest; stepson John Harrison; sister, Suz-Ann Olofson; brothers Dennis G and James K. Olofson; two very dear granddaughters Kayla Taylor and Ashley Forrest; and grandchildren including Elizabeth, Joshua, Sara Beth, John Michael, Benjamin, Naomi, Lisa-Jo, Jeffrey and Karyn.

JOHN K. BONNA

John Bonna was promoted to glory on October 16, 2017 at the age of 70. He was a long time member who put in many great years at sea, keeping engine rooms running smoothly. He last shipped out in May 1995 with Matson onboard the KAINALU shortly before his retirement. John was a resident of Bakersfield, CA and is survived by many family and friends.

GUILLERMO CASTRO



Guillermo Castro found his safe haven on November 25, 2017 at the age of 97. Born in La Paz, Honduras, he met the love of his life Irma Lacayo in Puerto Cortes, Honduras and they married in June 1950. In 1956 he moved with his wife and two young children to Port Arthur, Texas where they raised six children all of which earned a college education. He joined up with the M.E.B.A. and sailed the world for 43 years onboard various commercial vessels beginning in World War II and continuing through the Vietnam War. He retired from the sea in 1981. Guillermo was a dedicated family man and is survived by his wife, Irma and their six children – Irma G. Castro, Orlando G. Castro, Leonardo Castro, Lucille E. Shaffer, Rebecca A. O'Hara and Regina L. Castro; grandchildren April E. Fort, Christopher Castro, Denise R. Shaffer and Brianna L. Shaffer; great-grandchildren Xavier, Lucius and Archer Fort as well as several nieces and nephews.

THOMAS ODIS CHEATHAM



Tommy Cheatham answered the last call on May 9, 2018 at the age of 77. He was a native of Philadelphia, MS and a resident of Metairie, LA.

He was a good union member and excellent engineer. Tommy joins his wife Theresa in death and is survived by his children Terri Blake, Bonnie Blake, Bobby Blake and John Blake; sister Billie Copeland; 11 grandchildren and 11 great-grandchildren.

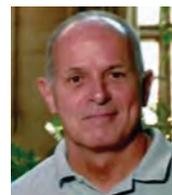
DAVIS ALTON CHISHOLM



Davis Chisholm broke free of his moorings on July 10, 2018 at the age of 77. Born in the Cayman Islands, he was a resident of Houston, TX for 40

years. He lived in Friendswood, TX for the past 17 years and was a Mason and a Shriner. He was an Endowed Member at the Park Place Masonic Lodge No. 1172, Master Mason, 38 Year Member. 32nd Degree with the Houston Scottish Rite and a Houston Arabia Shriners Member and was a Presbyterian. He was with the M.E.B.A. for over 45 years. Davis is survived by his wife of 47 years Alice Chisholm; daughters Marti Watts and Patricia Chisholm Castillo; sons Doyle Bradley Mellon and Davis Alton Chisholm, Jr.; sisters Marjorie Jackson and Elizabeth Wood; grandchildren Amanda Ethridge, Tammie Garcia, Martin Lee Vaughan, Marshall Vaughan, Doyle Christopher Melon; and great grandchild Elijah Ethridge.

GERALD T. (JERRY) DANNEKER



After a courageous battle with cancer, Jerry Danneker crossed the final bar into smooth seas and cool breeze on January 18, 2018 at the age of

65. Jerry was a graduate of New York



Maritime College (SUNY). Like any new officer, the M.E.B.A. helped him travel the world and he finally settled on the Northern Europe run. Jerry took his job seriously but also had a fun side to him which led to a few practical jokes here and there. He loved the M.E.B.A. and even ran for office. He had a love for the sailing life which led to many developed friendships all over the world. With a glass of Port and a nice cigar he would reflect on his past experiences and have a joke and a smile talking about them. Jerry was a lover of life and friendships. We can only imagine how great the final tie-up will be. He will be greatly missed by all who came to love the greeting "Hey kiddo." The family appreciates Ridgeway Hastings for composing this salute to his fellow mariner.

Quoting Jerry as published in his *Eight Bells* 1979 yearbook: "For when a person has a real friend, he learns not only to appreciate another human being, but he also learns to understand himself better. In closing, I would like to say 'Good friends must not always be together, it is a feeling of oneness when distant that proves a lasting friendship.'"

Jerry is survived by his brother Danny Danneker of Harrisburg, PA, his sisters Cece (John) Poister of Sewickly, PA, Genny (Baron) Hendrix of Kershaw, S.C., Mary Ann McMahan of Freedom, PA, Patty (Smitty) Thumm of Beaver Falls, Pa., Cathy (Jeff) Reese of Negley, Ohio and Carol Marks of Summerville, S.C., nieces, nephews, cousins and friends who became family. Jerry was preceded in death by his parents, Louie and Gerry Danneker, an infant brother and sister, brother-in-law Rick McMahan, dear friend Dr. Denny Goggin and nephew Russell Goggin. His family is grateful to their cousins, the Gerard Gabel family of Houston, TX, who opened their home and provided loving care and support to Jerry during his difficult time.

RUSSELL WILLIAM DIPPEL



Russ Dippel climbed the gangway to the great beyond on November 26, 2017 at the age of 67. An experienced engineer who was popular with his shipmates, he had a successful seagoing career that culminated in his 2004 retirement. Away from the sea, he kept busy from his home base in Allison Park, Pennsylvania and even taught at Oliver High School. He was the beloved husband of Patricia L. Dippel; father of Eric Frauenfeld, Lori James, Nicole Trapold and Mark Frauenfeld; grandfather of Tommy, Haley, Tye, Braden, McKenna, Devin, Brody, Bailey and Maxton; brother of Beverly Rush, James and the late John Kicsak.



ALAN DOUGALL

Capt. Alan Dougall, USN (Ret.) sailed off toward his final port call on Jan. 7, 2018 at the age of 95. He graduated from the California Maritime Academy in 1942 and was immediately commissioned into the U.S. Navy. In 1945 he married Lucille Wilson. Alan served in both the Pacific and Atlantic theaters during World War II. During his 30-year career in the Navy, Alan and his family traveled to assignments throughout the continental U.S., Hawaii, Japan, and England. Some of his most memorable assignments included commanding the USS PICKING (DD 685); his first major command, the USS LASALLE (LED 3); and serving as Commodore of Amphibious Group 3. He also served in Washington, D.C. as the First Naval Aide to the Marine Commandant, and in London as the Commander of US Naval Activities in the UK. His last assignment for the Navy was as Commander Inactive Ship Maintenance Facility in Bremerton. After his retirement from

the Navy, Alan became a licensed master and sailed the world under the M.E.B.A. banner for another 14 years. His best stories from these years included hauling a tanker full of grain to Russia – which took a month to unload by wheelbarrow – and sailing to Iran to fill a tanker with oil where the deckhands roasted goats on the deck for dinner. Alan was preceded in death by his wife, Lucille Wilson Dougall. Survivors include daughters Rosemary Dougall and Diane Gee; grandchildren Whitney Hosty, Cameron Gee, Hilary Gee and Lucy Dougall; as well as great-grandchildren Lillian and Henry Hosty.

JAMES A. GARBERG



James Garberg eased into eternity on April 22, 2018 at the age of 85. James served in the US Navy during the Korean conflict before

joining the M.E.B.A. and shipping out as part of the Merchant Marine. He last sailed for American President Lines in 1986 as Chief Engineer on the PRESIDENT TAYLOR. James is survived by his sisters Lila and Karen, wife of 61 years Mary Lou, his daughter Anita, granddaughter Annie, grandsons Brian and Robert and great-grandsons Cole and Hunter.

PETER HAMMOND



Peter Hammond, a past Director of the Calhoun M.E.B.A. Engineering School, sailed into the sunset on December 25, 2017 at the age of

69 after a valiant battle with cancer. He was raised on the island of Guam. From an early age, he was drawn to the sea, wanting more than anything to be a sailor and ply the waters of the world. He attended Kings Point Merchant Marine Academy, graduating in 1970 with a BS in Mechanical/

Marine Engineering. Working on oceangoing ships with the M.E.B.A. allowed Peter to see many corners of the world, from Europe, to the Middle East, South America, and Asia. He formed lifelong friendships, ascended to rank of Chief Engineer, had a long tenure at American President Lines, and shepherded ships through both the Suez and the Panama Canals.

His experience and qualifications prompted M.E.B.A. President Alex Shandrowsky to appoint Peter as CMES Director in 1996. He served as Director until 1999 and helped raise the profile of the School by upgrading the campus and curriculum, launched a series of new courses, and initiated the construction of the Luebbe Center, among many other accomplishments. Under his service, the School attained DNV and ACE certifications, Calhoon Alumni Association reunions were established and the first School calendars and course catalogs were introduced.

But perhaps his greatest accomplishment of his career was the serendipitous meeting of his future wife and life partner Jane on a freighter bound for Japan. Jane and Peter married in March 1976 and they raised their 3 children in Metchosin (British Columbia, Canada). In 1994, Peter's career took the family on a five year sojourn to Sonoma, CA and Easton, MD. Upon their return to Victoria, Jane and Peter undertook a major construction project, dismantling an 1881 farmhouse board-by-board and replacing it with a new structure, their family home and current site of Glenrosa Farm Restaurant. Peter was brilliant, well-read, quick-witted, and possessed an unparalleled mechanical aptitude. He relished good conversation, equally at home discussing intricate international political strategy and septic field best practices. He is survived by his father Dick (Harriette), siblings Decla, Chris, Bob, Susan and Crystal Ann, wife Jane, children, Allison (Kevin), Stuart (Maureen), and Gillian, and grandchildren Patrick and Victoria.

TERRY LEON HINES



Terry Hines reached his journey's end on October 24, 2017 at the age of 80 after a battle with non-small cell lung cancer. After high

school Terry proudly served his country until 1958 in the U.S. Air Force and received a National Defense Service Medal. He attended the Great Lakes Naval Training Center in Illinois and became a dental technician. Terry met his wife Dianne (Winters) in Seattle at the Pike Place Market in 1966 - they were married on July 8th, 1966 in Coeur d'Alene, Idaho. They moved from Seattle to Port Angeles, WA in 1968 and had three daughters together. In 1968, Terry went to The Seafarers Harry Lundeberg School of Seamanship in Piney Point, MD and got qualified as a QMED. He was a member of the Seafarers International Union (SIU) for 10 years from 1968 to 1978. He then became an M.E.B.A. member from which he retired in 1999. Terry sailed on container ships and tankers for various companies including Sea-Land, APL, and Matson among others. He sailed around the world including stops in Egypt, the Caribbean, South America, Central America, Asia, Alaska, and Hawaii. Terry sailed the Pacific, Atlantic, and Indian Oceans. He loved his job and the places it took him. He always brought back souvenirs for family & friends from the places he travelled. He also sailed as an engineer for the ferries in the Alaska Marine Highway System and for Black Ball Transport on the COHO in the late 1990s. Terry enjoyed fishing the lakes of the Olympic Peninsula, and scenic drives to the Elwha River. He was also an avid Seattle Mariners fan and frequently took his family and friends to Mariners games at the Kingdome. He enjoyed football, boxing, and horseracing. Terry hardly missed a Huskies or Seahawks game. He was also brilliant playing trivia games and enjoyed Jeopardy. He was a lifelong Democrat and a member

of the Eagles & American Legion. Terry's favorite music was Blues, and he frequently attended summer concerts at the Port Angeles Pier. He enjoyed & collected antique cars, especially Chryslers. Terry loved animals, and always had a pet. He is survived by his 2 dogs Millie & Mabel and his cat Bink who were by his side until the end. Survivors include his wife of 51 years Dianne, sister Barbara Staples, brother Danny Hines; children Suzy Kelson, Ronald Hines, Terry Hines, Troy Hines, Sam Winters, Brenda Hines, Barbara Hubbard and Sarah Hines-da Silva; Grandchildren Dustin Hines, Amber Moody, Nicole Hines, Danny Hines, Bobby Hines, Zachary Hines, Nicholas Hubbard, Isabela Hines, Erik Mennen, and Evelyn Hines-da Silva. And great-grandchildren Samantha Hines, Gabby Mascarinas, Mia Mascarinas and Marley Hines.

RICHARD (DIESEL DICK) HOGAN



HOGAN

Dick Hogan sailed into safe harbor on November 25, 2017 at the age of 74. Dick had many monikers (Diesel Dick, Mort, RJ the third, Richard) all reflecting the love and respect from family and friends. He was bigger than life in all respects. A shipmate described Diesel Dick as "a gruff guy with a heart of gold, a twinkle in his eye and a real sense of humor." He lived life to the fullest. As a Navy veteran, graduate of the Merchant Marine Academy and longtime Chief Engineer for Matson Navigation, Dick loved the water and felt at home at sea.

After retirement, Dick lived in Saddlebrooke, AZ and spent time with archery, cycling, motor homing and fishing. He was an active member of the SaddleBrooke Cyclomasters and participated in local rides as well as club cycling trips both domestic and international. Dick was the consummate handyman. He could fix anything and frequently did when called upon by his friends. He was always the first one to show up and



the last one to leave. He welcomed the challenge whether it be electronic, mechanical or computer-related. He could do it all. Dick's greatest love and devotion were to his family. He cherished those times and created memories for all those he left behind. He will be sorely missed. He is survived by his wife Trudy and children Richard and Colleen, as well as many grandchildren and other family and friends. Those that knew him are sad that he's gone, but are thankful they were able to spend at least part of their lives in his presence. Bon voyage, Dick.



RAYMOND PARKER HUTCHINS, JR.

The Creator rang down "Finished with Engines" for

Raymond Hutchins on June 20, 2018 at the age of 74. A Maine Maritime graduate, Ray joined the M.E.B.A. in 1966, first climbing the gangway of the MARGARET LYKES and sailing under the Lykes banner his entire career. He last went to sea aboard the ALMERIA LYKES in 1999 before filing for retirement and hanging up his boiler suit. As a pensioner, he helped out down at Texas A&M Maritime Academy in Galveston, leading by example and passing his wisdom onto another generation. Those who sailed with Ray will attest to the fact that he would never walk away from any project until the task was completed and done right. Ray is survived by his loving wife Evelyn, sons Derek and Dolan, six grandchildren and a legion of friends from the industry. Fair winds and following seas.

BRIAN J. KROM



Brian Krom berthed at his final destination on July 11, 2018, at the age of 47. Born and raised in Holbrook, MA, he graduated from Massachusetts

Maritime Academy in 2000. Brian's love was sailing the world and the challenges that life on the sea brought. He was an ace at problem solving and mechanical issues and could fix anything. He sailed the world's oceans many times over and worked aboard NOAA vessels and on the GREEN COVE with Central Gulf among others. Brian was working on upgrading to 1st/Chief Engineer when he was given his devastating diagnosis, Glioblastoma Multiforme Stage 4, brain cancer. For 3 years, through prayer and grit, he encountered many months of illness and a rare period of remission, only to have the cancer reoccur. He was an avid Boy Scout with Troop 56 in Holbrook, just missing Eagle Scout because of age requirements. He loved fishing and amassed over 30 fishing rods and a good amount of equipment over the years. He was a movie buff and would critique films for the ship's crew. He had an affinity for muscle cars – he owned a Camaro, El Camino and a Corvette. Brian was the loving son of Mary Jo (Boulton) Krom and the late William Krom; devoted brother of Aileen and her husband Tim; dear uncle of Katelynn, Kristina, Meaghan and Maureen; great-uncle of Natalia, Delia and newborn nephew Matthew. He is also survived by many aunts, uncles, cousins, great friends and his beloved kitty "Bella." Brian will always be in their hearts and forever missed.

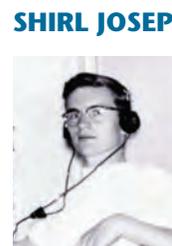


DANIEL J. LEDOUX

Dan Ledoux made sail toward his final rest on August 14, 2017 at the age of 60. After his upbringing in Melrose,

MA, he went on to attend Salem State College, University of Hawaii, Oregon State University, Bunker Hill Community College and Woods Hole Oceanographic Institute. In 1976 he joined the U.S. Navy and served his country with pride from 1976-1982. After his discharge he worked at Draper Labs in Cambridge, the National Science Foundation in the South Pole, Barge Electronic in St. Maarten, at

Sir Francis Drake and at A&M Marine Electronics both in Florida. He had a passion for the ocean and joined Greenpeace in 2000 working on the ARCTIC SUNRISE eventually joining the M.E.B.A. He served on a variety of vessels from 2001 to 2014 including the ESPERANZA, KNORR, HERCULES WECONA, EXCELLENCE, KILO MOANA, MELVILLE, DAVIDSON, MARY SEARS, GREEN RIDGE, GILLILAND, GREEN DALE, GREEN COVE, GREEN LAKE, GREEN RIDGE and the WASHINGTON EXPRESS. Throughout his life, Dan visited numerous countries such as Australia, New Zealand, Malta, Egypt, Chili, Russia, traveled thru the Panama Canal, crossed the International Dateline numerous times, the Arctic Circle as well as many other beautiful locations across the world. Dan was a member of the Melrose Elks Club and loved fishing, reading, skiing, camping, hockey, scuba diving and photography. He was a longtime Melrose resident, was very outgoing and had a big heart. He enjoyed talking to people and was an avid Boston sports fan. He is survived by his mother Mary T. (Sullivan) Ledoux; brother Mark R. Ledoux; sisters Julie M. O'Hara, Catherine M. McCarthy and Maura K. Goodhue; 9 nieces & nephews; 4 grandnieces & nephews and many relatives & friends.



SHIRL JOSEPH PREWITT

Shirl Prewitt steamed into the hereafter on Aug. 23, 2017 at the age of 79. He was a member of the Radio-Electronics Officers (ROU) (M.E.B.A.

District No. 3) and sailed in ship radio shacks for 30 years. In Panama City Beach, FL, he continued his love of radio after his retirement in 1998, and ham operators would recognize his call letters as W0TUT. Shirl is survived by his wife Alexandrina; daughter Sheila Prewitt and son David Nogueira all of Panama City Beach.

continued

ROGER DALE SINGLETON



Roger Singleton set course for calmer waters on March 3, 2018 at the age of 67. He was born in a coal camp in Beards Fork in the West

Virginia mountains where he later bought a farm in Burnsville, WV. He raised beef cattle, and had a big garden. Roger loved his cows, and his old girl Susie would come running to him as soon as she saw him. His favorite thing was a meal fresh from the garden. Roger designed and built his house, a bridge, a large cellar house, and two barns. During the Vietnam era, he graduated from the Calhoon M.E.B.A. Engineering School on Light Street in Baltimore and became a marine engineer. He sailed for 23 years on cargo ships, stopping at ports in Africa, Australia, Japan, South America, and in the Mediterranean. He retired as Chief Engineer with Farrell Lines, sailing on the ARGONAUT and the EXPORT PATRIOT in the Mediterranean among other vessels. He enjoyed sailing with his good friend, Mike Fanning, for many years. He brought back many gifts from his travels for his family and retired from the sea at the age of 50. From the year 2000, Roger split his time between West Virginia and Florida. He and his wife MaryAnne had a home in West Palm Beach where they lived in the winter and spring, and returned to the farm in the summer and fall. Roger had a strong faith in God, which he shared eagerly. In WV he attended Gassaway Baptist, and in Florida he attended Good Shepherd Church. He did not fear death, he looked towards heaven with joy. Roger loved to laugh, was known for his corny humor, and was also a man who always had a project to do. He was a member of Good Shepherd Church, now called Community of Hope. Roger is survived by his wife MaryAnne, children Shawn Singleton, Paul Singleton, Emily Nystrom-Pisani and Carl Nystro; grandchildren Aidan, Hailey, Collin, Gavin, Kyla, Logan, Evie, and Peter. He is also survived

by brother Rick Singleton and many cousins, nieces, nephews and friends.

LESTER RALPH SMALLIDGE



Lester Smallidge made the big jump on Sept. 24, 2017 at the age of 81 surrounded by his family. He graduated from Maine Maritime Academy in 1957,

joined the M.E.B.A. and went to work for Farrell Lines. Lester went to sea for 40 years and retired as Chief Engineer in 1996. He married Inge in Cape Town, South Africa, in 1966, where their two children, Karla and Eric, were born. Home was both in Cape Town and Mount Desert Island (Maine) until 1977, when they permanently moved to Pretty Marsh, ME. Lester was a loving husband, father, father-in-law, brother, uncle and “Opi” and “Gramps” to Lauren, Anna, Evelyn, Bradley, Jeremy and Audrey. He was an active member of the Somesville Union Meeting House and also the Mount Desert Masonic Lodge No. 0140, where he received the 50 Year Masonic Service Medal and where he held the office of Master from 2003 to 2004. Retirement to Lester meant time with family, his bottling business, his woodworking projects and daily happy hour on his porch from 5-6 p.m.

JAMES VERNON THORNTON



Jimmy Thornton stood his final watch on March 3, 2018 at the age of 90. He joined the NMU at 15 and quickly hawsepiped to the M.E.B.A. He was

known to many coworkers as “Sputnik” or “Mighty Mouse” for his dynamic personality. Jimmy loved to travel when he wasn’t seafaring. He traveled extensively around US and Mexico and made many “sea cruises” after retiring. Chief Thornton was a gifted self-taught marine engineer and he sailed on a wide variety of steam and motor ships from the 1932 built SeaTrain ships to the SS MANHATTAN, (at the time the

largest commercial ship built in the US and the largest tanker in the world), to a bulk cement carrier. He took delivery of the OVERSEAS MARILYN from a Japanese shipyard. On one memorable voyage, he signed on the SS DEL ALBA for a brief chartered voyage to India and back. When the ship was in Aqaba, Jordan, Jimmy took the opportunity of the lengthy discharge period to hire a car and driver, and with a couple of shipmates, made a quick tour of the Holy Land. In Bombay, following orders from the Delta Line home office to clean up the ship, he hired local laborers to scale and paint the engine room bilges and most of the hull. However, when the DEL ALBA sailed from Bombay, she was seized. It seems the charterer had neglected to pay the bills for this visit and several others. After many messages back and forth, Delta Line took their ship back and completed the discharge voyage in Cochin. She then returned to Karachi to load road building equipment for the “American-Cambodian Friendship Highway” from a port to the capitol of Cambodia. The port was the new port of Sihanoukville, for which the vessel was unable to locate charts. Under the expert hand of Captain LV Cooley, the port was found, and the DEL ALBA anchored and waited, there being no communication with the new port. Eventually a boat came to the vessel, she was docked, and the road building equipment was discharged. From Sihanoukville, the vessel continued eastward empty to Honolulu for bunkers and outfitting for a cargo of sugar. She then sailed to Maui to load a full cargo of raw sugar for Galveston, the originating port for this “brief” over 140-day voyage. Jimmy Thornton was very proud of the fact that the SS DEL ALBA had completed a circumnavigation, a full round-the-world voyage with no loggings and no disputed OT. James Vernon Thornton’s ashes were sprinkled by family and friends into the waters of the mighty Mississippi River, over which he had sailed for so many arrivals and departures. He was predeceased for many years by



his first wife, Evelyn. He is survived by his beloved wife Margret Southall Thornton, by his three daughters Carol Townsend, Sheila Casillan and Patricia Thornton as well as his grandchildren.

THOMAS ELVIN TLAM



Tom Tlam embarked on his final passage on March 12, 2018 at the age of 65. He was an avid sailor from his Minnetonka (Minnesota) boyhood.

An Evergreen High School guidance counselor took the time to know him well and urged him to apply to the M.E.B.A.'s training academy in Baltimore, the Calhoun M.E.B.A. Engineering School. He was a 1974 graduate (Group 44A) which propelled him toward a long and successful career at sea from which he retired as a Chief Engineer. He later worked on land as a plant engineer, including at the Eagle Harbor creosote plant Superfund site, and, at the time of his death, in Bangor. Tom moved to Eagle Harbor with his first live-aboard sailboat, *Tercal*, around 1976. A longtime member of the Poulso Yacht Club, his latest boat was *Rain Shadow*. He enjoyed anything related to being on the water and was adept at fixing anything at sea or ashore. Tom is survived by his sister Cheryl Tlam (Harold Foster) of Bainbridge Island and his niece Anna Tlam Foster of Ann Arbor as well as his stepmother Leah Stewart and stepsiblings Don Stewart (Bertie), Diane Stewart (Nick), and Sandra Streeter (Jeff) and nephews Sam and Robert Streeter. Tom lived a good, honorable and caring life with a large network of friends and family across the country, to whom he was devoted. He is and will be missed.

THOMAS W. TRUNDY



Tom Trundy made his final voyage on April 6th, 2018 at the age of 53. He was appointed as the Union's Great Lakes Representative when the M.E.B.A.

reestablished its Cleveland hall in February of 2004. He served in that position until the end of 2006 when he resumed shipping. Tom was an active member who had participated in the Houston membership meeting three days before his death. He was a resident of Baytown, TX. Born in Bangor, ME, Tom was a graduate of Maine Maritime Academy, where he earned his degree in marine engineering. He loved life and people, and was always happy to sit and chat. He had one of those personalities that filled a room. He would go to "deer camp" in the fall with his friends and loved to cook and brought food to the Union hall when he was in port. Tom is survived by his wife, Yolanda; children Tara, Benjamin, Stephanie, Ashlee, Christin and Xavier; his parents; brothers Michael and Matthew; sister Kristen as well as nephews Thomas and Brendon; and nieces Elena, Ashley and Lexie.



FRED WAYBOER

Fred Wayboer was released from earthly ties on January 14, 2018 at the age of 93. Fred was a

World War II veteran serving as a seagoing engineer. He had a long and prosperous career at sea with the M.E.B.A. that wrapped up in 1993 after last serving as Chief Engineer aboard the *LIBERTY SPIRIT*. He was preceded in death by his wife of 64 years, Eunice Muller Wayboer. Fred is survived by his daughters Karen Wayboer, Linda Wayboer, brother Arthur, grandsons Alex and Eric Palle, and great granddaughter Ava Palle.

DAVID LEE WESSEL



David Lee Wessel steamed into the hereafter on August 6, 2018 at the age of 68. He was a graduate of the University of Maryland School of

Pharmacy before shifting his attention to the sea. He then attended the Calhoun M.E.B.A. Engineering School on Light Street in Baltimore, MD, graduating with Group 69A. He sailed on merchant vessels around the globe for 30 years working for a variety of shipping companies. After a productive and storied career at sea, he retired from the M.E.B.A. and Liberty Maritime as a Chief Engineer and settled down to his Aberdeen, Maryland home. David is survived by his daughter, Elizabeth (David) Lienhard and son David Zachary Wessel, his brother Dennis (Theresa) Wessel, sister in law, Connie Wessel, ex-wife Beverly Morris, and many nieces & nephews. David was predeceased by his brother, Omar Wessel as well as his parents Doris & Omar Wessel of Perry Hall, MD. If desired, contributions may be made to the Chesapeake Bay Foundation (cbf.org).

THOMAS JOHN YOUNG

Tom Young sailed into the sunset on January 3, 2018 at the age of 92. He was a graduate of the Pennsylvania Nautical School and worked as an engineer on various vessels for over 40 years, retiring as Chief Engineer. He was one of the original engineering officers on the *SS UNITED STATES* and retired as the Assistant Superintendent Port Engineer for United States Lines. He later was in charge of new construction for US Lines at Sun Ship, Chester PA for both the *Racer* and *Lancer* Class vessels. Tom was a resident of Virginia Beach, VA for the past ten years after making the move from Newport News. He was preceded in death by his wife, Ann Weldon Young, and is survived by his son Thomas E. Young (also a retired Chief Engineer), sister Lillian Wonder and grandsons Geoffrey and Alexander Young.

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M.E.B.A.'s Steve Byerley at the engine room console of the HORIZON SPIRIT in two different eras. He is seen on the left in 1981 on the LASH ship BENJAMIN HARRISON, built in 1980, when it was operated by Waterman Steamship. The vessel was sold in 1990 to Sea-Land and renamed SEA-LAND SPIRIT. It also sailed under the CSX SPIRIT moniker for a brief period. Various entities operated the ship over the years and it was recently taken over by Pasha/Sunrise. At right, Steve is seen back at the familiar console of the HORIZON SPIRIT in 2018.



A pair of Kings Point cadets - 47 years apart - in the engine room of the HORIZON PACIFIC (Pasha/Sunrise). Amber Kinter came out of KP's class of 2015 and worked with fellow alum Charlie Schroeder (KP class of '68) for three months on the pineapple run. Charlie told us, "Great ship, great group of engineers and great run, can't do any better."



Engineers getting work done while Matson's SS KAUALI was in Oakland. At left is Kings Point Engineering cadet Megan Toler seen here with 8x12 3rd A/E Brannon Niblock. Thanks to Port Relief Engineer Christian Yuhas for sending us the photo.



American President Line's C-11 class was swapped out for newer replacement vessels this summer. L.A. Patrolman John McElhone visited the APL THAILAND on one of its final runs and talked with engineers who were on a break. The THAILAND was replaced by the PRESIDENT TRUMAN (ex-HS ROME) in early August. Left to right are Port Relief Engineers Ryan Drewry, Jennifer Jimenez, Joey Gorenflo, Matt Osbourne, C/E Marty McGann, PRE John Naclerio, 1st A/E Andy McDougal and 2nd A/E Matthew Jernigan.