

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)

Spring/Summer 2011





Faces around the Fleet



Houston Night Engineer Lee Bettis working aboard the **M/V ALLIANCE BEAUMONT**.



C/E Ray Jones, 3rd A/E Les McGann, 2nd A/E Dave Shaw, and 1st A/E Dan Maves take a break aboard the **OVERSEAS BOSTON** in Martinez, CA.



MV GREEN COVE C/E Anthony Garza and member Robert Mecker busy at work volunteering their labor and time to help with landscaping around the Tampa Hall.



Hawaii members say Aloha to M.E.B.A. officials with an Italian dinner before the February membership meeting. Pictured left to right are S/S MAUI Senior C/E Cecil D. Ray, S/S MAUI 1st Engineer Patrick Preston, Honolulu Representative Luke Kaili, Retiree Steve Erickson, Executive Vice President Dave Nolan, and Matson Port Engineer and dinner host Mike Shea.

On the Cover:

M.E.B.A. members, staff, and affiliates across the nation united over the past 3 months to support union rights and stand in solidarity with their brothers and sisters.

Marine Officer

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

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



Message from the President

The first 100 days of any new presidency and its administration brings a multitude of different experiences. In the case of M.E.B.A, my administration has experienced successful endeavors and gains for the Union, but at the same time we have had to make sacrifices. Every step I've taken and every choice I've made as President has taught me more and more about how I can properly serve the membership.

Upon taking office in January, I was greeted with the burden of bad news. Horizon Lines, one of our largest and longest serving employers faced deep financial problems as a result of a price fixing scheme that was initiated by some unscrupulous executives. It was with a great deal of caution, consideration, and discussion that M.E.B.A. entered into a memorandum of understanding with Horizon Lines in order to preserve and protect our job base. Shortly thereafter, Horizon was fined \$45 million dollars by the U.S. Department of Justice. The company immediately made a number of key executive personnel changes. Then, it became even tenser when Horizon announced in its annual SEC filing that it was unable to win bondholder approval to waive certain defaults on its long term debt obligations; rumors of bankruptcy began surfacing; and its stock market price plummeted. Over the past month things have begun to stabilize for Horizon. I was informed by senior management that Horizon Lines will keep its customers and continue to deliver excellent service; and more promising Horizon has just reported that the federal court in Puerto Rico has agreed to cut its fine from \$45 million to \$15 million, as requested by the U.S. Department of Justice. The reduction means the company can avoid a default under its convertible note indenture--the company could have been in default after 60 days of the March 22, 2011 judgment on any judgment over \$15 million that the company was unable to pay or otherwise discharge. To be clear, we are not out of the woods yet, but things are looking better. This was the first real challenge that my administration faced, and I am sure it won't be the last while I am honored to serve as your president – but I am confident in the decisions we made in order to protect your livelihood.

We have also witnessed an unprecedented and unjustified attack on organized labor. The recent battles across the United States waged by politically motivated public officials on union workers have also marked my time in office. It has caused me to remember just how important our unity and friendship is during this difficult age. Now is moment to unite, support each other, and grow together to strengthen our union. Not only have M.E.B.A. members faced battles to protect their own rights, but they have banded together and protested in support of their unionized brothers and sisters. I am proud to see how active and willing you all are to protect the values that our great organization was founded upon; nothing could have made me happier. I can say with total conviction that M.E.B.A. and its members will always be ready and willing to take up the mantel and fight for workers' rights.

And finally, but not the least, some of the best news that I have the pleasure to announce is that the M.E.B.A. has gained eight ships within five months. This includes contracts for five ships in MARAD's Ready Reserve Force Fleet, the launch of a new MSC CivMar vessel, the delivery of a new build OSG ship, and permanent jobs aboard a reflagged APL containership. These are measurable gains in the MEBA that provide jobs and stability for you and your family members. I promise you that every single person in my administration is continuously working to gain more ships and jobs for the hardworking and dedicated MEBA membership.

Our goal remains to build up our Union and to make it stronger for the future. We are reestablishing M.E.B.A. as maritime industry leader. I am pleased that we have begun the rebuilding process by supporting our private sector and government partners without abandoning our core MEBA values.

U and F,

Mike Jewell

Disability Insurance for Merchant Mariners

Consider these facts:

Three in 10 workers entering the work force today will become disabled before retiring.

One in 7 workers can expect to be disabled for five years or more before retirement.

Over 30 million disabled Americans between ages 21 and 64.

Over 51 million Americans – 18% of the population - are classified as disabled.

A disabling injury occurs every 1 second, a fatal injury occurs every 4 minutes.

Risk of Disability is Substantially Greater Than Risk Of Death

Age 30, long-term disability is 3.5 times more likely than death.

Age 40, long-term disability is 3.2 times more likely than death.

Age 50, long-term disability is 2.4 times more likely than death.

The statistics are higher for mariners because no other occupation except fire fighters requires a higher level of physical fitness and only mariners are subject to the “Perils of the Sea”. Any doubts on this, take few hours to read Coast Guard NVIC 04-08 - a 75 page booklet which provides guidelines to physicians who are assessing your Fitness for Duty. Here are excerpts:

“For purposes of this NVIC, a medical condition is considered to cause “significant functional impairment” if it impairs the ability of the applicant to fully perform all of the physical abilities listed in this enclosure, or if it otherwise interferes with the ability of the applicant to fully perform the duties and responsibilities of the requested credential.”

“Service on vessels may be arduous and impose unique physical and medical demands on mariners.

The public safety risks associated with the medical and physical conditions of mariners on vessels are important considerations for the safe operation of vessels. In the event of an emergency, immediate response may be limited to the vessel’s crew, and outside help may be delayed. Mariners must be medically and physically fit to perform their duties not only on a routine basis but also in an emergency.”

What Should a Mariner do? Consider Disability Insurance

Disability insurance helps replace a major portion of your income when you are sick or injured and unable to work.

Having disability insurance can provide a sense of security, knowing that if the unexpected should happen, you’ll still receive a monthly income.

If interested, take the first step by completing a simple “Proposal Request” which is available for download on my web site, www.marinelicenseinsurance.com or by calling me.

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Labor Under Attack

The War in America against Union Employees

The beginning of 2011 brought a wave of newly elected officials into powerful positions across the nation. Many Americans had called upon them at the polls to make budget cuts in order to decrease the ever growing national deficit. However, one thing that working class Americans did not expect was the brutal and sudden government attacks on public employees and corporate attacks on private employees and their respective labor unions. This caused a variety of battles across the US with union workers struggling to protect their rights; this included some of our very own M.E.B.A. members.

The assault first started in February with Scott Walker, the governor of Wisconsin. He introduced a budget bill that stripped his state's public employees of their collective bargaining rights, and increased their health care costs and contributions to pensions. Walker openly stated that this was needed to cut costs and balance Wisconsin's \$137 million budget shortfall.

Walker's proposal enraged public employees and was the catalyst to the start of large scale citizen protests. Public school teachers went on an unofficial strike, picketing inside and outside of the state capital. Other unionized employees such as firefighters and policemen (who would not have been affected by the budget cuts) picked up signs and protested Walker's proposal besides their union brothers and sisters. In order to avoid the budget vote from being



Members Justin Blair and Phillip Stroud at the labor rally protesting State Senator Mary Margaret Haugen's Wisconsin style attack on the Washington State Ferry System workers.

passed the 14 Democratic senators fled the state. And President Obama decried Walker's proposal, calling it "an assault on unions." Despite the nation-wide protests the Wisconsin State Assembly voted against union workers and passed Walker's budget. The bill moved on to state Senate, but the Democratic senators still refused to return to the state. Their absence denied a quorum. In response the Senate Republicans sent out state troopers to search for the Democrats at their homes.

M.E.B.A. members and affiliates showed their support and unity for the workers in Wisconsin. Members in Texas attended the "AFL-CIO Vigil in Solidarity With Wisconsin Workers", and staff at M.E.B.A. HQ joined various other unions at a rally in front of Scott Walker's Washington, D.C. office. Even President Mike Jewell reached out via letter to Walker's office, calling on Walker to come to the negotiating table, and to understand how important unions and their members are to the country.

In March, it became clear that Wisconsin was just the beginning as more anti-union legislation started to hit the news headlines. In Ohio, the state Senate passed a bill that hindered public union collective bargaining and took away a public employee's power to go on strike. Ohio faced an \$8 billion shortfall over the next two years. The bill (Senate Bill 5) was passed 17 to 16, with six Republicans voting against it. It was proposed by Governor John Kasich, and contradicted a 1983 Ohio state law that allowed collective bargaining rights to public employees. Modifications were made to the bill that included measures to settle workplace arbitration, put limits on vacations, and stopped a workers' ability to negotiate automatic pay raises based on seniority and health care. It allowed collective bargaining rights on



Special projects staffer Marco Cannistraro protests with fellow union members in support of Wisconsin public unions.

wages but banned strikes by all public-sector workers, by imposing fines and firing employees who decided to strike.

In Indiana, House Republicans approved \$250 a day fines against 37 House Democratic legislators who fled the state Feb. 22 in order to stop a “right-to-work” bill that would have let private-sector workers opt out of the unions that represent them, according to The Associated Press.

Battles against union’s rights were also occurring in Iowa, Maine, Michigan, Missouri, New Hampshire, New York, and Pennsylvania. More M.E.B.A. members began answering the call to protest this injustice as the attacks on labor multiplied. The AFL-CIO began its “We Are One” campaign. It included various rallies, demonstrations, speeches and multiple other events based on the anniversary of the assassination of Dr. Martin Luther King Jr. Dr. King, who was killed on April 4, 1968. Dr. King was murdered while supporting Memphis city sanitation workers who were on strike demanding an improvement in salary and working conditions.

M.E.B.A. members and affiliates joined in these events and rallies that memorized King and stood to protect union workers nationwide. M.E.B.A. Secretary-Treasurer Bill Van Loo along with HQ staff joined with other unions and protesters in a rally outside of Wisconsin Governor Scott Walker’s D.C. office the day he signed the bill to revoke the

collective bargaining rights of thousands of public employees. Union members and officials in Hawaii joined a “Stand in Solidarity” rally, and in California members protested outside of Rite Aids to protest the company’s culture of corporate greed, charges of law-breaking, and efforts to impose unaffordable health care costs on employees

Then on April 15, AFL-CIO President Richard L. Trumka wrote to Washington State Governor Chris Gregoire as M.E.B.A. members and officials gathered together with other union workers in a variety of solidarity events, including a rally on the Olympia Capitol. M.E.B.A. members on the West Coast had been taking part in various rallies for months to protest against anti-union legislation in Washington State. Trumka’s letter urged Gov. Gregoire to support the Washington State Ferry System union workers, and to veto WA Senate Bill 5742 and House Bill 1516 if they reached her desk with anti-union legislation written into them.

HB 1516 undercut the rights of ships officers and engineers to belong to a union. It passed through the House with a vote of 91-7, but was then amended into a union busting bill and passed in the Senate 36-11. Because the House and Senate version are different the bill was delivered back to the House for approval. The House voted to not concur because of the union destroying legislation that was added to it, and sent it back to the Senate.

Secretary- Treasurer Bill VanLoo and Deputy Political Director Ryan Lehman at a rally in front of Gov. Scott’s Walker’s D.C. office protesting the anti-labor bill he signed.



Member Claudia Cimini and HNL Rep Luke Kaili at the Hawaii State Capitol at a “Stand in Solidarity” demonstration on April 4.



L.A. Branch Agent Bob Madden with ILWU President Local 13 Joe Cortez at a rally in San Pedro, California. Union members gather in front of 30 Rite Aid Drugstore across 11 states on Friday April 1st to protest the company’s anti-labor ways.

SB 5742 would have eliminated the Marine Employees Commission (MEC) and grievance arbitration, which was created in 1983 to end labor conflicts that caused strikes to the ferry system. The MEC has jurisdiction over the collective bargaining rights of around 1,600 ferry workers and nine collective bargaining agreements. It also would have also transferred the adjudication of marine disputes to the Public Employment Relations Commission (PERC), which doesn't have the expertise or experience of the MEC. In addition, it raised the bid limit threshold on apprenticeships on ferry system work (boats and terminals) from \$2 million to \$5 million. Unfortunately, on Tuesday SB 5742 passed in the Senate 36-10. It then went to the House transportation committee where it was amended. The House version of the bill dropped the apprenticeship piece and puts the MEC into the PERC as an independent division.

M.E.B.A. members continue to rise to the call to protect not only their own rights, but union rights in general. M.E.B.A. clearly understands the fellowship that is needed to keep the labor movement empowered and strong. It is the unity and friendship displayed by our members that makes this union great and protects our union brothers and sisters across America.



MM&P Member Chris Woodward, M.E.B.A. HNL Rep Luke Kaili, and MM&P Rep Randy Swindell wave the M.E.B.A. flag at the Hawaiian State Capitol at a "Stand in Solidarity" demonstration on April 4.



Seattle Patrolman Jeff Duncan with M.E.B.A. members Phillip Stroud and Rodney Stratman at a labor rally in Olympia Washington on April 8. The rally was attended by an estimated 7,00 to 12,000 union members from across the state of Washington. The rally was organized by Jeff Duncan and WSF Rep. Bill Knowlton.



Union members and supports protest outside of Governor Walker's D.C. office as he began his attack on labor unions.

M.E.B.A. affiliates attend rallies around the nation in support of union workers and WSF workers.



Fellow union members, including the Teamsters union, gather in front of Walker's D.C. office to protest the vicious attacks against union members.

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Faces around the Fleet



Matson Sr. Port Engineer Gene Mapa, Matson Port Engineer Todd Simonse, and Executive Vice President David Nolan at the CMA Gala benefit in March.



Smiling on the Bridge of the **NCL-A PRIDE OF AMERICA** (left to right) 2nd A/E Frank Lucas, Honolulu Rep. Luke Kaili, 2nd Officer Slade Matthews, and 3rd Officer Kelly Siter.



Houston Dispatcher and TAMUG graduate Erin Bertram presents a \$500 M.E.B.A. Scholarship to Luke Urbik in an award ceremony held on the Texas A&M University Galveston, which is home to the Texas Maritime Academy.



M.E.B.A. scholarship recipients Ethan Barlow, Luke Urbik, and John Hamilton don M.E.B.A. caps they received with their scholarships and show their Aggie Spirit while posing with presenter, Houston Dispatcher and TAMUG Graduate Erin Bertram. Luke Urbik received a \$500 scholarship, John Barlow and John Hamilton each received a \$250 scholarship from M.E.B.A. in an award ceremony held on the Texas A&M University at the Galveston campus on April 15, 2011.



Jason Roate of the (MFU) Marine Firemen's Union (left) being shown the ropes by Tom Ferguson 1st A/E (right) on Matson's **MAHI MAHI**.



Claudia Cimini 3rd A/E working hard aboard the MAHI MAHI.



Matt Fisher, Nicole Laird, Tampa Rep. Greg Quintana, and President Mike Jewell celebrate together at the rehearsal dinner before Quintana's wedding.





On Watch in Washington

Captain Lee A. Kincaid
Interim President, AMC



AMC Update

The American Maritime Congress recently participated in the Second Annual Maritime Industry Congressional Sail-In. This event, which was sponsored by AMC and MEBA as well as other US maritime industry organizations, was held on May 4, 2011 just as this edition of the Marine Officer was heading to print. The purpose was to educate members of Congress, especially the freshmen members, about the value of and issues concerning the US maritime industry.

Approximately 185 representatives from the US maritime industry, including several active sailing mariners held 161 meetings with members of Congress and staff. The 2011 "Congressional Sail-In" was one of the largest single day Congressional educational programs that occur on Capitol Hill.

This year, five major issues were presented for discussion during the office visits including: Short Sea Shipping, the US Food for Peace Program, the Harbor Maintenance Trust Fund, the Jones Act, and funding for the FY 2012 Maritime Security Program.

The short sea shipping initiative or development of a US marine highway system calls for a national program to move freight offshore or via inland water routes in order to reduce congestion on the US interstate highway system. Such a program would not only reduce the overall cost per ton/mile of cargo transportation but also reduce environmental impact such as air pollution. House Bill HR 1533 was recently introduced by Congressmen Pat Tiberi (R-Ohio), Brian Higgins (D-New York) and Steve LaTourette (R-Ohio). The bill would eliminate the double taxation of waterborne cargo being transshipped between US ports. This double taxation as a result of the Harbor Maintenance Tax (HMT) is one of the major obstacles to the successful implementation of a profitable US marine highway system.

The US Food for Peace Program or PL 480 cargo preference assures that no less than 75 percent of donated food aid must be shipped on US flag vessels crewed by US mariners. The President's initial budget request cut this program to \$1.69 billion and the continuing resolution as passed by the House of Representatives this year called for a further cut to \$1.003 billion. In 2008, the funding for the program was at the \$2.07 billion level. Fortunately, the final spending bill for 2011 was passed with the Federal Food Aid program only receiving the same percentage cut as other non-Defense programs. However, any cuts to PL-480 have devastating consequences for US flag shipping as well as the American farmer.

The Harbor Maintenance Trust Fund (HMTF) and the Harbor Maintenance Tax (HMT) were established in 1986 to fund the operation and maintenance of US ports and harbors. Imported

and domestic cargo arriving at US ports with federally maintained navigation features is taxed on the value of the cargo. The funds collected are deposited into the Harbor Maintenance Trust Fund for use by the Army Corps of Engineers for the dredging of channels and maintenance of harbor features. Since the 1990's, spending from the fund has lagged behind revenues and since 2005, only about 50 percent of the annual income into the fund has been spent on harbor maintenance. At the end of 2010, the unspent balance of the fund was almost \$6 billion and growing. Maintenance and development of our US ports is essential to keep America competitive with our neighbors to the north and south. HR 104 was introduced by Congressmen Charles Boustany (R-Louisiana) and Joe Courtney (D-Connecticut) and requires that the annual Harbor Maintenance Trust Fund revenue be spent only for its intended purpose and not diverted to other areas of the federal treasury.

The Jones Act is the cornerstone of the US domestic shipping laws. The requirement that cargo being transported between domestic US ports be carried on US flag vessels, built in US shipyards, owned by US citizens, and crewed by US mariners generates approximately \$11 billion in US taxes. It further assures that there will be a complement of trained US mariners available, a fleet of US ships ready, and US shipbuilding skills in place in case of a major defense mobilization or national emergency. The Jones Act fleet includes not only smaller coastal, harbor, and river vessels but also 60 large Great Lakes vessels and just under 100 large ocean-going vessels. There is always someone or some group attempting to weaken the provisions of the Jones Act as was the case during last summer's Deepwater Horizon oil spill in the US Gulf.

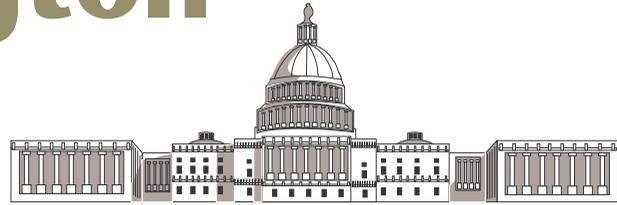
The Maritime Security Program (MSP) allows a fleet of 60 military-useful US flag commercial ships to be readily available to the Department of Defense in time of need. It has been estimated that if the Department of Defense would ever have to replicate the same global intermodal system that these 60 US flag commercial ships and their operating companies provide, it would cost the US taxpayer about \$65 billion. The current MSP provides this service to DOD for only \$186 million a year or a mere fraction of what it would cost should the federal government have to do the job itself. Although the program itself is authorized by Congress through 2025, funding must be appropriated on a year by year basis. MSP assures that the US military will not have to depend upon a foreign flag ship and foreign crew that refuse to deliver cargo into a military theater. At the end of the day, the men and women of the US Merchant Marine have always come through and have always delivered the goods.





Washington Update

Ryan Lehman
Deputy Political Director, M.E.B.A.



It's hard to believe that the new Congress has only been in session for a few months now, given how much has already happened. We've seen a lot of bickering, a lot of yelling and a whole lot of partisan rhetoric. While this is certainly nothing new in Washington, it has been especially intense these last couple of months. The rancorous atmosphere has only been heightened by the ongoing budget battles facing legislators here in Washington. The name of the game right now: cuts. Members of Congress are seeking out places to slash the budget wherever possible and, like many others, the U.S. shipping industry is in the crosshairs.

At the beginning of the year the House of Representatives passed a bill that would have cut the nation's 2011 budget for food aid by 42% if signed into law. It goes without saying that such a cut would have proven devastating to our industry. The M.E.B.A., along with others in the maritime industry, prevented those cuts from becoming law, saving our industry millions of dollars in revenue. But I'm afraid this victory will be short lived as the fight for next year's budget is just ramping up. We've got a long road ahead of us and the fight will not be easy. There's a lot at stake for our industry. It is absolutely imperative that we make sure programs crucial to the M.E.B.A., like Maritime Security Program and the Food for Peace program, receive adequate funding. Without this funding, the future of U.S. shipping and numerous maritime jobs are at stake.

Fortunately, there is some good news to be found in these difficult times. Our industry still has support from a number of Members of Congress. And even more encouraging, a number of potential champions for our industry have emerged from the new Congress. Members like Congressman Cedric Richmond (D-LA) and Congressman Michael Grimm (R-NY) have displayed a firm grasp on the issues facing the maritime industry. But there are a lot of new Members still unfamiliar with our industry and the uncertainties on our horizon. The M.E.B.A. will continue to work here in Washington to make sure these Senators and Congressmen are educated on the American maritime industry, but it will require the help of our all of our members to ensure our industry doesn't just survive, but thrives.

At Anchor: Recent Retirees Shifting into Reduced Operating Status

Michael P. Concannon
Stephen Oberle
Tint Swe
Frederick C. Fynan
Leland W. Hall
Marc Huber
Michael Jablonski
Dennis McDaniel
Claude Newton
Michael A. Perry
Daniel C. Barrett
William G. Ebanks
Daniel P. Phelps

Lawrence J. Pivec, Jr.
William A. McSweeney
Patrick M. Ashley
James W. Allen
Richard C. Brooks
Donald R. Burgett
Christopher J. Dresser
James A. Economy
Karl E. Eisenbacher
Woodward H. Garber
Robert Hart
Darryl D. Osborne
Douglas R. Rigg

James R. Staats
Horacio A. Arnold
William J. Campbell
Steven F. Cunningham
Arthur J. Goss
Paul M. Greubel
Brian T. Collins
Ari A. Jalkio
Renald A. Lessard
Oren O. Bentley, III
John C. Courtney
Howard L. Feldan
Patrick E. Funk

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**Meeting
Schedule**

Port	May	June	July
Baltimore@CMES	Tues. 3	Tues. 7	Tues. 5
Boston	Mon. 2	Mon. 6	Tues. 5
Charleston	Wed. 4	Wed. 8	Wed. 6
Honolulu	Fri. 6	Mon. 13	Fri. 8
Houston	Tues. 3	Tues. 7	Tues. 5
Jacksonville	Mon. 2	Mon. 6	Tues. 5
L.A. (Wilmington)	Thurs. 5	Thurs. 9	Thurs. 7
New Orleans	Wed. 4	Wed. 8	Wed. 6
New York (New Jersey)	Thurs. 5	Thurs. 9	Thurs. 7
Norfolk	Thurs. 5	Thurs. 9	Thurs. 7
San Francisco (Oakland)	Tues. 3	Tues. 7	Wed. 6
Seattle	Mon. 2	Mon. 6	Wed. 6
Tampa	Thurs. 5	Thurs. 9	Thurs. 7



110th National M.E.B.A. Convention Gets Down To Business

M.E.B.A. held a successful National Convention on March 21, 2011 at the Calhoun School in Easton, MD. This was the 110th Convention since the Union was formed in 1875. It is currently a tri-annual affair, with elected M.E.B.A. delegates, guests, affiliate representatives and Union members participating.

The National M.E.B.A. is an administrative umbrella organization. There is currently only one District under the National M.E.B.A., which is District No. 1- PCD, M.E.B.A. In 1998, District No. 3, the Radio-Electronic Officers' Union (ROU), withdrew from the National M.E.B.A. and eventually was dissolved after filing for bankruptcy – since then there has only been one district. District No. 1 holds and controls all the assets of the M.E.B.A. membership whereas the National holds the charter with the AFL-CIO.

In the District No. 1 elections in December, members voted for 20 Delegates to participate in the Convention. The five officials of the District Executive Committee (DEC) automatically become Delegates by virtue of their offices along with each of the Branch Agents. Eleven other members are then elected as Delegates, rounding out the number of National officials to twenty.

One of the first orders of business was to elect National M.E.B.A. officers for the next three years. Elected delegates voted for Mike Jewell to serve as National President with Bill Van Loo to continue serving as National Secretary-Treasurer. The National Vice President is now Dave Nolan. Jon Lincoln and Chris Guerra were elected as National Executive Committee (NEC) members, making the NEC the same five members as the (DEC); this has been the case since 2002.

During the Convention, National President Mike Jewell recognized each of our seven affiliates and was pleased to be joined there by National Federation of Public & Private Employees (NFOPAPE) President Dan Reynolds, who spoke about Federation issues and attacks on public employee unions across the country.

The National M.E.B.A. Constitution dictates an order of business that directs the proceedings of the Convention, including ceremonial matters and essential business affairs that are accomplished in breakout work committees. The scheduling however also allows for guest speakers and affiliates to address the attendees and talk about important issues facing the maritime industry.



Guests, members, and National Convention Delegates gathered in the Art Newbury Auditorium, pictured from left to right are Honolulu Rep. Luke Kaili, S.F. Rep. Ernest Leep, National Delegate & San Francisco Patrolman Patrick Anderson, Special Projects HQ Staffer Marco Cannistraro, National Delegate Jennifer Novinger, L.A. Patrolman Richard Doherty, National Delegate Mark S. Gallagher, Juneau Rep. Ben Goldrich, National & District Secretary-Treasurer Bill Van Loo, National Delegate Nathan Williams, National Delegate & LA Branch Agent Bob Madden, National Delegate & Seattle Branch Agent Dave Nashif, National Delegate Ray Twitty, National & District President Mike Jewell, National Delegate & Houston Branch Agent Dana Woodruff, National Delegate & New Orleans Patrolman Wilson Johns, National Delegate & New York Patrolman Richard Adams, Ferry Rep. Mike O'Toole, National Delegate & Houston Patrolman Mike Dunklin, National & Executive V.P. Dave Nolan, National Executive Committee Member & Atlantic Coast V.P. Chris Guerra, National Delegate & Baltimore Branch Agent Steve Jablonski, National Executive Committee Member & Gulf Coast V.P. Jonathan Lincoln, Parliamentarian David Tubman, National Delegate Mark Lund, NFOPAPE President Dan Reynolds, Assistant Norfolk Rep. Tom Lilley, ITF Inspector Tony Sasso, Member Bill Thomas, former National Executive Committee Member & Atlantic Coast V.P. Bill McHugh, Executive Deputy Political Director Ryan Lehman, M.E.B.A. Chief of Staff William Doyle, and Boston Rep. Bob Heanue.

Senator Lisa Murkowski (AK), Representative Rick Larsen (WA), and Representative Frank LoBiondo (NJ) were all kind enough to send video remarks tailored for the Convention. They discussed the important legislation that they were working on to support the M.E.B.A. and a strong US maritime industry, and thanked the Union and its members for all of the hard work and dedication in serving the nation.

Sen. Murkowski specifically congratulated the delegates and all M.E.B.A. members on a strong and long standing history as the nation's oldest maritime labor union, and on having a cohesive and powerful political voice in Washington, D.C. She stressed the importance of the U.S. Merchant Marine to the economy and safety of America. She then thanked M.E.B.A. for the hard work its members do for her home state of Alaska, delivering cargo, manning the Alaska Marine Highway System, staffing ports and harbors, and filling many other vital positions. Sen. Murkowski pledged to continue to advocate for M.E.B.A. and the maritime industry as a whole.

The message from Rep. Larsen went into detail, expressing how important it is to maintain a strong U.S. maritime industry and create jobs in this Merchant Marine in order to help the U.S. economy as a whole. He assured members that he would continue to work to support the Jones Act, ensure the U.S. Coast Guard has the funding it needs to support the American merchant fleet, and touched on how the recent rulings on cargo preference have helped to support American maritime labor.

Rep. LoBiondo addressed M.E.B.A.'s unparalleled status as a leader in maritime training and experience. He stressed that it is because of the professionalism of the union and its

members that the Merchant Marine has been called upon to transport over 85 percent of the materials needed for troops and operations overseas. He thanked and praised M.E.B.A. for its efforts in bringing aid to those in need during Hurricanes Katrina and Rita, the Thailand tsunami, and the 9/11 terrorist attacks. Rep. LoBiondo promised to ensure that M.E.B.A.'s concerns are heard in Congress, and that he will persist in his efforts to secure jobs for U.S. merchant mariners and protect the security of American waterways.

Ten constitutionally mandated committees were formed during the afternoon session. Along with the regular committees that tackled topics such as legislation, charters, Constitution and resolutions were three special committees on the Political Action Fund, retiree issues, and ferries. Several resolutions from the committees were passed by the delegation.

One resolution changed the language in the National Constitution from "majority" to "plurality" when concerning the voting process for National positions; this was done in order to bring the Constitution in congruence with *Robert's Rules of Order*. Another added the use of email to the Constitution as a form of official communication that can be used in order to reach out to the membership and bring the Union into the modern age. The next resolution that passed was to support and raise awareness of union member rights, pledging the physical and economic support of our Union for employees and unions whose labor rights are currently under attack in the current political environment. And a resolution in support of the M.E.B.A. Political Action Fund that urges members to participate and give to the fund in order to educate policymakers and help strengthen the maritime field also passed.



Members of the National Executive Committee being sworn into office by former National Executive Committee Member & Atlantic Coast V.P. Bill McHugh (whose back is turned) are (from left to right) Chris Guerra, Jonathan Lincoln, Mike Jewell, Dave Nolan, and Bill Van Loo.



The Constitution/Resolutions/Distribution Committee hard at work. From left to right are Richard Adams, Dave Nolan, Steve Jablonski, Dana Woodruff, and Nate Williams. Sitting in the chair is member Bill Thomas who sat in to watch the proceedings of the convention.

continued on page 14



Elected M.E.B.A. Union officials and stand-alone Delegates for the National Convention:

- National President – Mike Jewell
- National Secretary-Treasurer – Bill Van Loo
- National Vice President – Dave Nolan
- National Executive Committee Member – Chris Guerra
- National Executive Committee Member – Jonathan Lincoln
- National M.E.B.A. Delegate – Steve Jablonski
- National M.E.B.A. Delegate – Dana Woodruff
- National M.E.B.A. Delegate – Robert Madden
- National M.E.B.A. Delegate – Dave Nashif
- National M.E.B.A. Delegate – Richard Adams
- National M.E.B.A. Delegate – Patrick Anderson
- National M.E.B.A. Delegate – Bill Campbell
- National M.E.B.A. Delegate – Mike Dunklin
- National M.E.B.A. Delegate – Mark S. Gallagher
- National M.E.B.A. Delegate – Wilson Johns
- National M.E.B.A. Delegate – Mark Lund
- National M.E.B.A. Delegate – Greg Quintana
- National M.E.B.A. Delegate – Ray Twitty
- National M.E.B.A. Delegate – Nathan Williams
- National M.E.B.A. Delegate – Jennifer Novinger

The delegates for the 110th National Convention were (from left to right) National Delegate & San Francisco Patrolman Patrick Anderson, National Delegate Jennifer Novinger, National Delegate & LA Branch Agent Bob Madden, National Delegate Mark S. Gallagher, National & District Secretary-Treasurer Bill Van Loo, National Delegate Nathan Williams, National Delegate & Seattle Branch Agent Dave Nashif, National Delegate Ray Twitty, National & District President Mike Jewell, National Delegate & Branch Agent Dana Woodruff, National Delegate & New Orleans Patrolman Wilson Johns, National Delegate & New York Patrolman Richard Adams, National Delegate & Houston Patrolman Mike Dunklin, National & Executive V.P. Dave Nolan, National Executive Committee Member & Atlantic Coast V.P. Chris Guerra, National Delegate & Baltimore Branch Agent Steve Jablonski, National Executive Committee Member & Gulf Coast V.P. Jonathan Lincoln, and National Delegate Mark Lund.



Seen here is the Legislation/On Good of the Order Committee that also discussed Ferry and Retiree issues. Jon Lincoln (sitting at computer), Chris Guerra (standing), (front table left to right) Ferry Rep. Mike O'Toole, Ernest Leep, Tony Sasso, Ray Twitty, and Luke Kali, (Back table left to right) Bob Madden, Dave Nashif, Juneau Rep. Ben Goldrich, M.E.B.A. Political Director Matt Dwyer, and M.E.B.A. Deputy Political Director Ryan Lehman.

National Convention continued from page 12

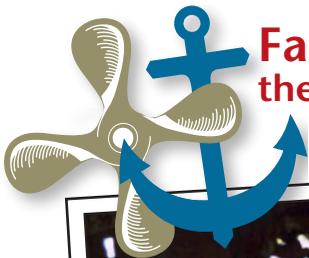
Other proposed resolutions that would change the Constitution to more smoothly incorporate the District leadership within the National umbrella were voted to be set aside and examined in detail for another review by the delegation at a later time.

Since most of the union officials took part in the National Convention, they joined together with the National Union officials and other guests to attend an “All Hands” meeting over the next two days. This allowed the officials running the halls to discuss important business issues in order to better serve the membership. At the meeting, officials also received both US Coast Guard Drug and Alcohol and Respectful Workplace Training. They brushed up on the procedures for running successful union meetings, processing grievances, and discussed shipping card policies. Officials also reviewed current M.E.B.A. finances, legislative issues, contracts, plans benefits, the success of the M.E.B.A. Hotline, and the creation of a Ferries & Inland Coalition, as well as many other matter that will enable officials to better serve the membership.

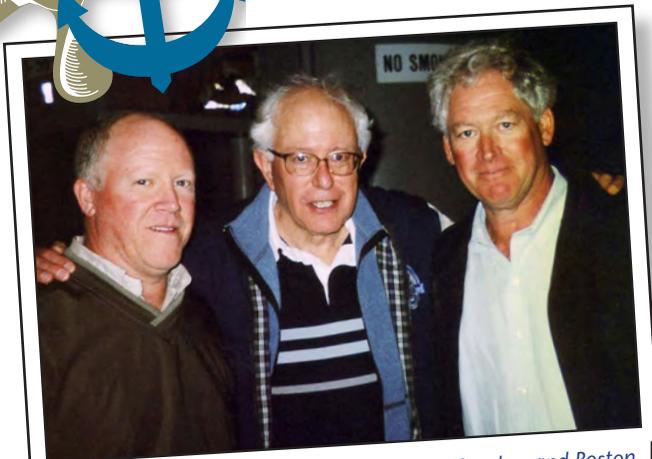


The Auditing/Dues and Revenue/Charters/Grievances/P.A.F. Committee included (from left to right) Mark Gallagher, Bill VanLoo, Mark Lund, Patrick Anderson, Jennifer Novinger, Mike Dunklin, and Rich Doherty.

Thanks to everyone who helped to make the 2011 Convention and “All Hands” meeting a success. The next National M.E.B.A. Convention will reconvene on March 17, 2014.



Faces around the Fleet



*Retiree Bill Heanue, Vermont Senator Bernie Sanders and Boston Rep Bob Heanue aboard the **MV ETHAN ALLEN** for Sanders' birthday cruise. Sanders has been a longtime supporter of the US Merchant Marine.*



*2nd A/E "Obi" Spear and Day Engineer Craig Calvert in the Control Room of the **MAHI MAHI**.*



*(left to right) 1st A/E Tom Ferguson, PRE's Keith Johnson and Dave Iacobucci, and 2nd A/E Obie Spear aboard the **MAHI MAHI**.*



Shipping Shorts

Horizon Lines No Longer Faces Default

Horizon Lines, Inc. announced at on April 28th that a federal court granted a request on April 26, 2011 by the U.S. Department of Justice to reduce the company's fine related to federal antitrust violations in the Puerto Rico tradelane from \$45 million to \$15 million.

Horizon Lines is no longer threatened with a May 21, 2011 default under its convertible note indenture. The company faced a default by the convertible note holders on any judgment over \$15 million that the company was unable to pay, bond, or otherwise discharge in full within 60 days of the March 22, 2011 judgment.

"We are greatly appreciative of this action by the Department of Justice, which also allows the company to proceed with settlement of the class action litigation in Puerto Rico," said Michael T. Avara, Executive Vice President and Chief Financial Officer in a statement released by Horizon. "The fine reduction will preserve our company's financial flexibility, and we are confident that it will facilitate our efforts to secure new long-term financing. We remain in constructive discussions as we continue to move forward with our refinancing efforts."

The reduced fine is payable over five years without interest, with \$1 million (that has already been paid) payable within 30 days of March 24, 2011. The rest of the schedule states that \$1 million is to be paid on or before the first anniversary, \$2 million on the second anniversary, \$3 million on the third anniversary, and \$4 million annually on the fourth and fifth anniversaries.

This news also greatly influenced the company's stock prices, as Horizon's shares jumped 8.4 percent, to \$2.32 in after-

hours trading the day it announced the fine reduction.

Horizon Lines also announced its scheduled payment agreement from its class-action settlement in Puerto Rico, for which the company is paying \$20 million. The plaintiffs agreed on April 28, 2011 to allow the company to pay the \$10 million already in escrow, \$5 million within 30 days after final approval by the court and \$5 million within 60 days after final approval by the court.

MARAD Signs \$241 Million Federal Guarantee For Panama City Shipyard

U.S. Maritime Administrator David Matsuda announced the last week in April that a \$241 million loan guarantee will allow the Eastern Shipbuilding Group of Panama City, FL, to build five platform supply vessels (PSVs) for export to Brazil, to provide service in new deepwater oil fields there.

Eastern Shipbuilding Group has built eight PSVs since 2003, with three more under construction. The vessels, built for Boldini S.A. of Rio de Janeiro, are estimated to result in 300 new local jobs over the next three-and-a-half years.

Demand for supply vessels for the Brazilian offshore drilling market has increased substantially. The supply ships will transport workers, supplies, parts and chemicals to offshore oil rigs. They will also serve as rescue and emergency response vessels, with extensive salvage, firefighting and medical facilities.

The Maritime Administration has previously provided federal assistance to Eastern Shipbuilding Group. In 2008, Eastern was awarded a \$581,000 federal grant for shipyard software and equipment from the agency's Small Shipyard Grants Program. And in 1999,

the Maritime Administration provided a federal guarantee on a \$6 million loan to finance facility upgrades.

The Maritime Administration currently guarantees approximately \$2.2 billion in U.S. shipyard projects, including construction of tugs, barges, dive support vessels, drill rigs, ferries, tankers, offshore supply vessels, and container vessels.

M.E.B.A. White House Letter On National Ocean Council

During the last week of April, President Mike Jewell, on behalf of the M.E.B.A. sent a letter to the White House National Ocean Council concerning requests for public opinion on and changes to the National Ocean Policy. The letter urged the council to remember the importance of US flag shipboard transportation to the nation when considering modifications to the policy. The issues of transportation, national security, and the economic impact that the American flag fleet has on the US were all asked to be taken into consideration when new federal requirements and policy is written. The letter is available for viewing online at www.mebaunion.org under the "What's New Articles" link.



photo courtesy USPS

Four stamps have been designed for the tribute to the U.S. Merchant Marine.

USPS To Release Maritime Stamps

Since the founding of the republic, the United States has looked to the





The 2011 FRC committee takes a break from reviewing finances. Pictured from right to left are Jon N. Anderson, Steve Oldak, John Hasson, Patrick Wright, and Tim Bunstine

commercial maritime industry for much of its growth and security. The United States Postal Service will release a stamp issuance that pays tribute to the U.S. Merchant Marine. The four-stamp design features types of vessels that have formed an important part of this history: clipper ships, auxiliary steamships, Liberty ships, and container ships. The stamps will go on sale in July. Illustrator Dennis Lyall of Norwalk, CT, created the stamps under the art direction of Phil Jordan of Falls Church, VA.

FRC Completes Report

The five-person rank and file Financial Review Committee, elected by members

at the April meetings, wrapped up three days of work at M.E.B.A. Headquarters on Thursday. After reviewing 2010 Union finances the Committee signed off on a report that was sent to the Union halls and accepted by members by votes at the regular monthly membership meetings in May. The FRC was created as a Democratic safeguard adopted by the M.E.B.A. in the mid-1990s to examine union finances from the previous year. This year, the committee consisted of Patrick Wright (Baltimore), Steven M. Oldak (New York/New Jersey), Tim Bunstine (San Francisco/Oakland), Jon N. Anderson (Seattle), and John Hasson (New Orleans). John Hasson served as Committee Chairman, and Patrick Wright served as the Recording Secretary.



*APL C/E Mike Scull (on right) completes the ceremonious key exchange with NSSPL C/E Kaushal Ramesh Chand (left), after a successful reflag of the **APL TURQUOISE** from US flag to Singaporean flag. The **TURQUOISE** was reflagged to allow the **APL CORAL** to take its slot under APL operations that began in April.*

APL CORAL Reflagged

On Thursday April 14, 2011, the **APL CORAL** was re-flagged at Columbus St. dock in Charleston, SC. The vessel has permanently replaced the **APL TURQUOISE** which was taken out of US flag service because it did not meet the cargo configuration that its route required. The **APL CORAL** is an S-12 vessel, the same as the **APL AGATE**. Its contract falls under the APL non-MSP agreement with the union.

M.E.B.A. and APL quickly dispatched members from Charleston, Jacksonville, and New York to crew the vessel. William Pough filled the position of 2nd A/E, David Hume of 3rd A/E, and Kyle Kempinski took an extra 3rd A/E position that was requested to be filled with an engineer with experience in

the “NS5” computer program. APL filled the position of C/E with Michael W. Scull, 1st A/E with Christopher R. Parent. M.E.B.A. also has pass through Third Mate Peter Fileccia aboard. Congratulations to the crew on a successful re-flagging!

M.E.B.A. Back Aboard the CAPE HENRY

In April, the US Maritime Administration (MARAD) awarded Patriot Contract Services (PCS) the contract to operate the Ready Reserve Force (RRF) vessel, the **MV CAPE HENRY**.

M.E.B.A. worked with PCS to immediately dispatch Chief Engineer Brad Birkett and First Engineer Aaron Don. They reported early the following morning to facilitate the changeover, along with 2nd A/E Jim Anderson and 3rd A/E Prentiss Ray Smith who were dispatched from the Oakland hall the same day.

The **MV CAPE HENRY** is berthed at Pier 80 in San Francisco. It was originally built in 1979 as one of 31 Roll-on/Roll-off RRF vessels, and was purchased from Barber Steamship Lines in 1986 by MARAD. It was renamed the **MV CAPE HENRY** (AKR-5067) and assigned to the Military Sealift Command RRF Fleet. M.E.B.A. congratulates the new crew on a successful turnover!

USCG Rules On “US Build”

The US Coast Guard (USCG) issued a determination letter in April that stated the installation of a foreign-manufactured crane on a new vessel when the ship is not in the US would cause the vessel to not qualify as US built. The **M/V CAPE CANDIES**, an offshore service vessel, was built in the US and contained foreign-built parts. However, the foreign components were being assembled as a part of the ship in the US. A determination was sought to see if a foreign manufactured deck crane that was built specifically for use on the vessel could be installed in a foreign port, with the ship retaining its US build status. The USCG ruled that since the crane was an integral part of the vessel it had to be installed in the US for the ship to be considered US built.





Aboard the MV CAPE HENRY during the turnover was Executive Vice President Dave Nolan, 1st A/E Aaron Don, 2nd A/E Jim Anderson, C/E Steve Dasovich, and 3rd A/E Prentiss Smith.



The USNS WILLIAM MCLEAN was launched into the San Diego Bay in April.

USNS WILLIAM MCLEAN Gets Launched

On Saturday, April 16 the **USNS WILLIAM MCLEAN** was christened and launched at the General Dynamics NASSCO shipyard in San Diego. The ship was named to honor Navy research scientist William McLean. The vessel is a 689 -foot dry cargo and ammunition carrier, Lewis and Clark class ship (T-AKE), which weighs 41,000 metric tons. It is the twelfth of 14 dry cargo/ammunition carriers being built; all ships will be operated by Military Sealift Command (MSC). Eleven of the vessels will serve as Combat Logistics Force (CLF) ships, and three will be a part of the Maritime Prepositioning Force. Congrats to the M.E.B.A. engineers aboard the vessel: C/E Pete McLoughlin, 1st A/E Eric Lundstrom, 2nd A/E Gerald Overson, 2nd A/E James Clarkson, and 3rd A/E Greg Valladao. Good luck in your new positions.

2012 Budget Calls For Subsidies Cuts From Food Aid

The House of Representatives 2012 budget will terminate the Ocean Freight Differential Program for Food Aid. A freight differential is the difference in shipping costs between foreign flagged vessels and US flagged vessels. Currently the Department of Transportation (DOT) is required to reimburse US federal agencies the subsidies they pay to have the US shipping industry transport food aid cargo. This provides a financial incentive for US flagged shipping companies to keep up their US registry. Currently 90 percent of US flag ships carry food aid cargo. Thus far the program has been ranked “moderately effective,” however the 2012 budget would cut out the freight differential payments and eliminate the economic incentive for vessel operators to keep their ships US flagged.



In March, a joint statement from the World Food Program USA (WFPUSA) and other organizations denounced these cuts to food aid budgets. “The proposed cuts in U.S. international food aid announced by the House Appropriations Committee would significantly increase hunger among children and other vulnerable people and decrease the U.S. government’s ability to address instability arising from record food prices. H.R.1, the proposed Full-Year Continuing Resolution for FY 2011, includes a 41 percent cut to P.L. 480 Title II (from \$1.69 billion to \$1.003 billion) a 52 percent cut to the McGovern-Dole International Food for Education Program (from \$209.5 million to \$100 million) and a 50 percent cut in International Disaster Assistance (from \$860.7 million to \$429.7 million), which provides cash to meet emergency food needs.”

M.E.B.A. does not agree with these budget cuts and agrees with the WFPUSA and other organizations that the House of Representatives should maintain bipartisan support for sustaining vital global hunger programs.

Members can show their support for sustaining global hunger programs by visiting the M.E.B.A. Homepage (www.mebaunion.org) and clicking on the link “Contact Congress on Food Aid.” It will help you identify the lawmakers in your area and provides e-mail addresses and contact information. It also will link you to a letter to send. Write your legislator and tell them where you stand. Let them hear what you have to say!

Congresswoman Colleen Hanabusa (HNL), a supported and friend of M.E.B.A. with Honolulu Rep. Luke Kaili at a recent town hall meeting in Hawaii. Kaili was able to speak with Hanabusa concerning Cargo Preference and Food Aid, and handed her important documentation on these issues. The Congresswoman promised to follow up handout I acquired from the recent All Hands Meeting, and hand delivered it per her on the topics of Cargo Preference, MSP, and the Jones Act in Washington, D.C. on M.E.B.A.’s behalf.

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Rep. Lobiondo Says USCG Acquisition Programs Are Over Budget And Behind Schedule

The Subcommittee on Coast Guard and Maritime Transportation, chaired by U.S. Rep. Frank LoBiondo (NJ), held a hearing to examine the status of the US Coast Guard's (USCG) major acquisition programs. Testimony was given by the USCG and the Government Accountability Office on the Service's management of its acquisition portfolio.

Coast Guard acquisitions have suffered from delays, cost overruns and failures of certain new equipment at the design or prototype phase. In 2002, the Service began the Integrated Deepwater System, which was meant to provide an update of their larger assets over a period of 20 years; however, the program has faced many challenges that have significantly increased costs, delayed schedules, and sacrificed planned capability improvements in assets delivered to date.

"Using the Coast Guard 2007 rebaseline as a guide, of the Coast Guard's 17 large acquisition programs 10 are over budget, eight are behind schedule, and six are both over budget and behind schedule. If we used the original Deepwater baseline as a guide, nearly all of these programs would be over budget and behind schedule," LoBiondo said.

The Government Accountability Office provided testimony based on a report that was recently released on Coast Guard acquisition management for major acquisition programs. They determined that the majority of the Service's 17 major acquisition programs continue to face execution challenges, and the unrealistic budget planning is largely to blame.

"I was here ten years ago, and I know what we were promised, and this is not it," LoBiondo continued. "The Coast Guard has made great strides to turn the program around in recent years and I commend them for that. But now it is time to deliver results for the taxpayer and for the men and women of the Coast Guard who desperately need these assets to successfully conduct their missions."

Short-Sea Shipping Bill Introduced In U.S. Congress

Representatives Pat Tiberi (OH), Brian Higgins (NY), and Steve LaTourette (OH) introduced the Short Sea Shipping Act on April 15 to encourage job creation and help the US maritime industry.

The bill, H.R.1533, would exempt from the Harbor Maintenance Tax commercial cargo that is loaded at a US mainland port and unloaded at another US mainland port after transport solely by coastal or river route, or if it is unloaded at a Canadian port in the Great Lakes/St. Lawrence Seaway System. In addition, the bill's exemption would apply to commercial cargo that is loaded at a port in Canada located in the Great Lakes Seaway System and unloaded at a port in the United States mainland.

Enacting this measure would strengthen America's short sea shipping industry, create jobs, and improve the flow of commerce in the US.

Mica Presses Agencies on Biometrics For Pilot Licenses And Transportation Worker Credentials

On April 14, 2011 Transportation and Infrastructure Committee Chairman John L. Mica (FL) pressured federal agencies responsible for developing and deploying biometric technology for commercial pilot licenses and transportation worker credentials to get their acts together and stop wasting taxpayers' money with continued delays.

The committee's oversight and investigations hearing focused on the

Federal Aviation Administration's (FAA) failure to develop a commercial pilot's license that includes a photo of the pilot and biometric identifiers, and the Transportation Security Administration's (TSA) long-delayed approval of reader technology for the biometrically enabled Transportation Worker Identification Credential (TWIC) for port and maritime workers.

While the Committee received testimony from the Federal Aviation Administration (FAA) and the National Institute of Standards and Technology (NIST), invited representatives of the Transportation Security Administration (TSA), including TSA Administrator Pistole, declined to appear.

The hearing highlighted delays and problems with full deployment of biometric technology in the TWIC program. The TWIC for maritime industry workers was mandated in the Maritime Transportation Security Act of 2002, and after slow progress and missed deadlines, TSA finally began issuing TWIC cards in October 2007.

Most port employees in the United States are required to purchase the \$132.50 high tech TWIC card. However, there are still no approved readers in use to verify the TWIC's biometric identifiers. TSA is still conducting the pilot program for the reader technology. "Without any readers, TWIC is about as useful as a library card," Mica said. TSA has spent \$420 million on the TWIC program, and has estimated that up to \$3.2 billion may be spent by the federal government and the private sector over a ten year period, not including the cost of deploying readers.



The HORIZON TACOMA sailing along in Dutch Harbor, Alaska. She had just returned in March from the shipyard in Vietnam.

Although TSA declined to appear at the hearing, Mica, who chaired the Aviation Subcommittee when the 9/11 attacks occurred and was one of the authors of the legislation that established the TSA, stated that he will continue to press TSA to answer for delays in the TWIC program. Mica added that he intends to work with other House committees to ensure that the agency addresses questions about the delays in the TWIC program.

Washington State Ferry SALISH Is Completing Sea Trials

The Washington State ferry SALISH is currently in the process of finishing builder's sea trials in Puget Sound. By the summer the vessel is expected join her sister ship the CHETZEMOKA in operation on the Port Townsend-Coupeville route. This would restore two-boat service to the route, something that hasn't been available since 2007.

The sea trials are being conducted by contractor Todd Pacific Shipyards to demonstrate the vessel to the US Coast Guard and WSDOT Ferries Division (WSF) inspectors. Once the trial are completed the WSF will accept delivery of the vessel and will begin crew training.



Assistant Norfolk Rep. Tom Lilley with the old Norfolk hall door way keystone. The stone was removed from the hall and transported to the Calhoun school. The Hall is scheduled for demolition on May 31, 2011. This is the only known M.E.B.A. keystone in existence, it was hand carved from cement by the Welch in Pennsylvania in the early 1800's.

NMC Improves Mariner Medical Evaluations Process

The National Maritime Center (NMC) has made several key changes to the Mariner Medical Evaluations Division to improve customer service and ensure marine and public safety in regards to mariner credentialing.

The NMC now has a full-time, on-call government medical evaluator to take calls from mariners and their doctors about submitted applications in order to help them with the process. The US Coast Guard (USCG) has also increased the number of permanent government medical screeners, evaluators, and reviewers over the past 24 months. The organization also has a new medical service contract with the RGB Group Inc. All transitioning to the new provider has been completed, and in the process improvements have been made to internal guidance documents in order to improve the consistency of reviews, according to the USCG. The NMC has also made adjustments to the actual medical screening procedures and found that the biggest delay in the process is the incompleteness of submitted medical applications. It urges mariners and their doctors to contact the NMC call center or the nearest Regional Exam Center to ensure the completion of documents.

Cuts to DOD Budget Would Move MARAD Vessels to MSC

Cuts to the Department of Defense's (DoD) budget could mean the 49 ships in the Maritime Administration's Ready Reserve Force would be transferred to Military Sealift Command. A memorandum signed by Defense Secretary Robert M. Gates lists "efficiency initiatives" and instructs the DOD to create proposals to implement them. According to the *Journal of Commerce* the memo was leaked from the Pentagon.

The memo also stated the U.S. Transportation Command, which MSC is under, has a June 1 deadline to create a plan that would cover the transfer of RRF ships and about \$415.8 million of the National Defense Sealift Fund that is set aside for the operation of the ships.

M.E.B.A. Sends Letter to DOT Secretary LaHood

M.E.B.A. petitioned US Transportation Secretary Ray LaHood on April 8 via letter, requesting him to oppose the transfer of the Maritime Administration's (MARAD) Ready Reserve Force (RRF) vessels from MARAD to the Military Sealift Command (MSC).

The Merchant Ship Sales Act 1946 (which established the National Defense Reserve Fleet), the Merchant Marine Act 1936, and Congress under the authority of the Secretary of Transportation have all stated that the RRF vessels belong to MARAD. Any changes in ownership will require legislation that M.E.B.A. hopes LaHood will object to.

An independent cost benefit analysis commissioned by DOD's US Transportation Command from 2006 also reflects that MARAD's vessel management program is significantly more cost effective than MSC's program. This report was used to transfer all eight Fast Sealift Ships (FSS) from MSC to the RRF during fiscal year 2009 in order to take advantage of MARAD's cost effective approach. Since the transfer MARAD has successfully carried out their responsibilities within budgetary limits and was able to improve the condition and reliability of the ships. As a result of this transfer, the analysis estimated that the US tax payer will save \$19.9 million per year for the years 2010-2023 under MARAD's management compared to MSC's management.

The M.E.B.A. also expressed concern that if MARAD was to lose the RRF program there may be collateral damage to MARAD's core mission as it is the only promotional Agency for the US maritime industry. The RRF staff expertise retained within MARAD is also vital in order to maintain visibility on relevant maritime labor issues.

M.E.B.A. sent the letter in conjunction with the International Organization of Masters, Mates & Pilots; Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association; Sailors' Union of the Pacific; Central Gulf Lines, Inc; Matson Navigation Company; Waterman Steamship Corporation; and former

Maritime Administrators Vice Admiral Albert Herberger, Captain William Schubert, and John Gaughan.

DOT Secretary LaHood Sends Report To Congress On America's Waterways

The US Department of Transportation (DOT) released a report in April in an effort to strengthen the maritime industry through the use of its waterways, coasts, and American commerce. The following is part of a press release from US Transportation Secretary Ray LaHood announcing his report. Prepared by the US Department of Transportation's Maritime Administration, the report, America's Marine Highways, highlights the benefits of using coastal and river transportation as part of America's new clean energy economy.

Congress requested the report to show how water transportation can help move the nation to a more environmentally-sustainable transportation system, reduce highway congestion and cut down on the maintenance and replacement costs of the nation's roads and bridges.

The report highlights the Department's accomplishments in supporting the development of America's marine highway system. Since formally starting the program last year, Secretary LaHood designated 18 Marine Highway Corridors that will support economic growth and create jobs in communities across the country. In addition, the Department awarded \$215.3 million from the TIGER I and TIGER II (Transportation Investment Generating Economic Recovery) programs to jumpstart or expand marine highway projects. Finally, the Department commissioned a study of new ship design to serve the marine highway markets and to be useful to the military if needed.

For additional information about the Maritime Administration and the report, visit www.marad.dot.gov.

Alaska Marine Highway 2011-2014 Contract Salient Points

Alaska Marine Highways members just finished negotiating their 2011-2014 contracts. The following are the highlights from the contract.

The contract is a three year agreement that includes a pay parity increase for southeast first and third engineers with mates (this includes 70 percent of the vessels). The pension / MPB contribution was converted from the current fixed daily sum contribution to 8.4 percent rated of base wage during the third year. The **TUSTUMENA** will get a 5 percent wage increase in the third year of the contract. Seniority language was created for chief engineers and first assistants concerning permanent assignments, including 15 day posting requirements. Medical contributions have increased by 15 percent. Language for a project inspector, 2x2 language for scheduling, and 28 day language for vacation accrual in sw were all memorialized in the contract. There is additional state paid training for second and third assistant engineers. Chief engineers on non-watch were added during work status. Alternative work schedules were accepted. Notice of pay problems for overpayments reduced to one year, and notice of pay problems limit now extended to 30 days from the time the engineer received notice. The JEC increase doubled to \$2.00 per day and the training fund doubled over three years from \$3.00 to \$6.00 per day. Engine room security watch is paid at two hours premium pay (chief engineer is excluded from watch). Personal effect loss reimbursement was increased by \$3000 per person. Additionally there will be two new 3rd billets for the **TAKU**.

World War II Merchant Mariner Service Act

Representative Butterfield (NC) introduced a bill (H.R. 1288) last

month that would direct the Secretary of Homeland Security "to accept additional documentation when considering the application for veterans status of an individual who performed service in the Merchant Marine during World War II, and for other purposes." The text of the bill can be found at www.govtrack.us. It has been referred to the House Committee on Veterans' Affairs.

The Chief Engineers Log at Massachusetts Maritime Academy

While he was President of MMA, the late RADM Maurice J. Bresnahan, Jr. USN (Ret.) '59 proposed that Massachusetts Maritime Academy graduates who had attained a USCG Chief Engineer license be recognized on campus.

A small group of Chief Engineers, Dennis Doherty '60, Gus Bourneuf '61, and Gus Forand '65, along with Academy staff, Brad Lima '74, George Gillis '64 and Trudy Avery, moved this initiative forward.

Eligibility is available for all Massachusetts Maritime Academy graduates whose license reads CHIEF ENGINEER, regardless of HP or restrictions, active or expired.

Today, the remarkable Chief Engineers Log hangs in the newly designated Engineer's Alley on the first floor of Bresnahan Hall. A minimum donation of \$500.00 is requested of those who wish to have their names and year of graduation affixed to the plaque. These philanthropic gifts help support the engineering program at MMA.



Gathered below the log are Chief Engineers Committee members (left to right) Dennis G. Doherty, '60, Gus Bourneuf, Jr. '61, and Oscar H. Forand, Jr. '65.



The Academy encourages MMA's Chief Engineer alumni to join in this initiative and pass the word with shipmates. For further information, please contact Trudy Avery, Director, Advancement, at (508) 830-5045 or tavery@maritime.edu.

PRESIDENT TYLER Docks for the Last Time

The former American President Lines's (APL) **PRESIDENT TYLER** was docked for the last time on March 8, 2011 at Allied Defense Recycling on Mare Island. There it will be dismantled.

The **PRESIDENT** was part of the Maritime Administration's (MARAD) Ready Reserve Fleet (RRF). It was built in 1961 for APL as the second and last ship in the Sea Racer class, type C4-S1-1Qb. It was part of APL's first venture into making breakbulk cargo ships. The vessel was 563.75 feet long with a beam of 76 feet, and a cargo capacity of 721,656 cubic feet. In its early days the **PRESIDENT TYLER** carried more than just cargo. It conveyed 12 passengers in 8 staterooms. The vessel also had a suite, public rooms, an observation lounge and two decks for its passengers. Her crew was made up of 60 seafarers.

The Sea Racer Class vessels were similar early Mariner Class cargo ships of the APL fleet, with a speed of 20.5 knots. They were advertised as "the fastest freighters afloat, rivaling the finest passenger liners not only in speed, but in the luxury and comfort of their passenger accommodations."

But the **PRESIDENT TYLER** became outdated as newer cargo ships hit the seas. By the 1970's the **PRESIDENT TYLER** sailed mostly in Southeast Asia. On August 30, 1979 she was traded to MARAD, and her name was shortened to just **PRESIDENT**. She was placed in the RRF and stationed in Suisun Bay for the past 31 years. The **PRESIDENT** was changed to "Inactive Status" in 2001, and was stripped of all useable materials in 2009. At the end of 2010 MARAD announced the she would be scrapped.

M.E.B.A. Welcomes Aboard New WSF Representative

M.E.B.A. welcomed and congratulated T.W. (Bill) Knowlton on being elected



*The **PRESIDENT** anchored in the Suisun Bay Reserve Fleet.*

as Washington State Ferries (WSF) Representative. Bill has a variety of skills he is bringing to this position including a long history sailing with the WSF and experience working with multiple negotiating teams.

Bill graduated from the United States Merchant Marine Academy in 1974 and sailed tugs for Red Stack/Crowley upon graduation. He began shipping off the board for M.E.B.A. in 1977, and later that year took a job with WSF. He advanced to the position of Chief Engineer within a year. In 1980 Bill left WSF and went back to shipping off the board sailing in the Alaska Marine Highway system. He returned to WSF in 1981 and has sailed the ferries ever since. Bill presently holds an unlimited Chief Engineer License Motor and Gas Turbine Third Assistant Steam.

He is looking forward to working with the M.E.B.A. team for Washington State Ferry employees. Welcome aboard Bill!

M.E.B.A./WSF Union Contract Ratification Vote Results

Washington State Ferries' (WSF) officers voted to accept the 2011-2013 M.E.B.A./WSF contracts on March 30, 2011. Out of a total of 287 ballots received, licensed officers voted 121-30 and unlicensed officers voting 110-23. A total of three ballots were marked as ineligible.

The new contract will take effect July 1, 2011 and will cover the next biennium. Changes include the reduction of salaries by three percent, overtime pay dropping

from double to time-and-a-half, the elimination of paying relief workers for their commute time to the terminal, and a possible change in crew size.

USCG'S NMC To Authorize 3rd Parties To Help With Credential Applications

The US Coast Guard's National Maritime Center (NMC) has released instructions for merchant mariners on how to authorize a third party to manage the process of their credential application. This would allow a family member or employer to oversee the application process and directly represent the mariner while they are out at sea or otherwise unavailable.

To authorize a third party, a "Third Party Release" must be sent to the NMC. The release is available online but can be sent in any format as long as it is in writing, has the mariner's name and signature, date the mariner wants the release to expire and details on what information can be disclosed in his/her absence, a "Mariner Reference Number" or a Social Security Number for first time applicants, and name, address, phone number and additional contact information for the third party.

The release should be sent with the credential application packet by e-mail, fax at (304) 433-3416 or mailed to 100 Forbes Drive, Martinsburg, WV 25404. More information on this process can be found at www.uscg.mil/nmc/applications_forms.asp.

M.E.B.A. New Orleans Diagnostic Center to Close

At a meeting in March, the Trustees of the M.E.B.A. Medical and Benefits Plan reviewed the utilization of the Diagnostic Centers. They decided to close the New Orleans Diagnostic Center because of its low level of utilization. The effective date of the closing will be May 31, 2011. Examinations already scheduled for June 1 and later will be rescheduled at the Diagnostic Center in Baltimore, Maryland or in Oakland, California. If you have scheduled an appointment with the New Orleans Diagnostic Center on or after June 1, 2011 and have already made your travel arrangements with the Plan's Travel Coordinator, you should contact the Plan's Travel Coordinator at 877-324-MEBA (6322) once your appointment is rescheduled to make any necessary changes to your travel plans. The Plan will cover all change fees. REMINDER: The maximum travel reimbursement is based on travel between the Participant's home of record on file with the M.E.B.A. Plan Office and the Diagnostic Center closest to the Participant's home of record.

Honoring the Passing of The Last US Veteran Of WWI

Flags were flown at half-staff on March 15, 2011 in memory of Army Corporal Frank Woodruff Buckles, who died on February 27, 2011 at the age of 110. Buckles was the last surviving American veteran of World War I. He died from natural causes, and passed in his home in West Virginia. He is survived by his daughter, Susannah Buckles Flanagan.



Union officials and National Delegates meet at the Calhoun School for the "All Hands" meeting.

Buckles continued his service to the country by joining the Merchant Marine after he was discharged from the Army. He sailed with the White Star Line and during World War Two, Buckles survived the attack by Japan on the Philippine island of Luzon and was detained at the Los Banos prison camp. He was liberated in 1945 by Filipino guerrillas and the US Army's 503rd Parachute Infantry Regiment.

Buckles was interred with full military honors at Arlington National Cemetery. The last surviving veteran of WWI, British born Claude Choules (110 years old) died in early May.

TWIC Goes Electronic

US terminal operators will now be able to verify US mariner terminal access with electronic readers. Ports can now choose to use an electronic Transportation Worker Identification Credential reader, according to the TWIC/ Maritime Transportation Security Act Advisory Council (MTSAC). All readers

need to be purchased from approved Homeland Security Department (DHS) manufacturers.

This is considered temporary direction until a final rule requires the use of electronic TWIC readers. However readers currently approved by the TSA may no longer be valid after a final rule is issued and the DHS will not give any refunds, according to the MTSAC.

Obama's Budget Cuts Dredging Funds for 13 Great Lakes Ports; Great Lakes Shipping Fights Back

The Obama administration's proposed 2012 budget does not include funding to dredge 13 *Michigan ports that collectively handle 31 million tons of cargo each year. The ports that won't be dredged are: Presque Isle (UP); Marquette; Menominee; St. Joseph; Holland; Muskegon; Ludington; Charlevoix; Alpena; Saginaw; Marysville; St. Clair; and Monroe. The Obama administration's plan to cut almost one-third (32 percent)*



The Alaska Marine Highway System crew gather aboard the M/V FAIRWEATHER for the retirement ceremony for Jim Jurgeleit. Pictures left to right, are: MM&P Chief Mate Dave Mesdag, MALASPINA 1st A/E Dave Barnes, Senior Port Engineer Mark Perez, FAIRWEATHER 1st A/E Chris Fenn, FAIRWEATHER Lead C/E George Poor, FAIRWEATHER C/E (retiring) Jim Jurgeleit, Anna Jurgeleit, KENNICOTT 2nd A/E Mark Hanson, FAIRWEATHER 1st A/E Mike Krauss, FAIRWEATHER C/E Bob Cruise, IBU P.S.W. Emily Klimek, MM&P Mate Paul Keber, FAIRWEATHER 1st A/E Wayne Wilson, 2nd Relief Engineer Rusty Moises, and MM&P Mate Joe Krzesni.



of next year's waterways dredging budget. If these cuts are approved then only "the smallest amount of sediment [would be removed] since the US Army Corps of Engineers started keeping records more than half a century ago", said John Baker, president of the Great Lakes Maritime Task Force. "Never in my 51 years in this industry have I seen such a total abandonment of the federal government's responsibility to maintain the Great Lakes navigation system."

The budget will also impact the dredging of smaller ports. This will effect Great Lakes ports overall, but 63 percent of the cuts will fall on Michigan ports alone. This means that only 11 of 83 US ports on the Lakes would be dredged. Baker also pointed out that the silt build-up is at an emergency level in all eight states that boarder the Lakes, and that if the budget is cut the Army Corps will not be able to dredge even half of it. These cuts would also force the closure of ports and shift cargo to ports on the East and West Coasts or to other forms of transportation.

"It is impossible to fathom the rationale behind this abandonment of vital ports," said John D. Baker, president of Great Lakes Maritime Task Force told *WorkBoat*. "We are talking about ports that in some instances can annually handle more than 10 million tons of cargo in a strong economy. We are putting jobs at risk for no reason whatsoever. The Harbor Maintenance Trust Fund has a surplus of \$5.65 billion and some of that surplus is taxes paid by major Michigan employers such as Detroit-Edison, Cliffs Natural Resources, Lafarge, Carmeuse, the steel mills in Detroit, and small companies too."

In addition to the budget cuts, the Great Lakes may not receive enough spring runoff from the heavy winter snowfall of this past winter to make up for lost water depth. Great Lakes ports and waterways have already suffered from inadequate dredging funds in the past that has left an estimated 15.5 million cubic yards of sediment, according to the *Great Lakes-Seaway News*. This leaves U.S.-flag vessel operators no choice but to transport "light-loads" about 75 percent of the time in order to safely sail the waterways, thus not utilizing their full cargo capacity. To make matters worse the estimate

of backlogged sediment is expected to grow to 21 million cubic yards by 2015, according to the U.S. Army Corps of Engineers.

And even though the region had a large amount of snowfall this winter the Corps of Engineers predicts the depth of Lake Michigan and Lake Huron may decrease 7 to 12 inches from last summer's 569 feet, which was already 10 feet lower than the historical average. Lake St. Clair could also fall 7 inches; it was recorded at 569 feet last summer. Lake Erie could face a 3 to 6 inch drop from last year's depth of 570 feet, and Lake Superior could drop 1 to 8 inches from its depth last year of 596 feet. Lake Ontario is the only body of water predicted to maintain its water levels.



MTD Executive Secretary-Treasurer Dan Duncan stands beside the Mike Nizetich print "Epiphany" that proudly hangs in the AFL-CIO Headquarters.

Legislators Question Use Of Money Allocated For Dredging Fund

Managers of funds used to dredge US harbors were questioned on Capitol Hill in March as to why the taxes collected were not solely being used to maintain harbor depths, according to *Fairplay*.

At a hearing conducted by the Water Resources subcommittee of the House Transportation & Infrastructure committee testimony from Jo Ellen Darcy, the US Army's Assistant Secretary for Civil Works revealed that money from the Harbor Maintenance Trust Fund (HMTF) will be used for more than just

dredging and will fund other types of development like port security projects. This would utilize money that is supposed to be used to keep harbors properly dredged. This type of expenditure of funds was confronted by legislators. "But if big ships can't enter the ports, we won't have to worry about security," countered freshman Representative Andy Harris of Maryland (MD), who represents the 1st Congressional District where the Calhoun M.E.B.A. School is located.

The Obama administration's 2010 budget proposal allots for spending \$691 million of the HMTF. The fund is estimated to have a \$6.93 billion balance at the end of 2012. It is financed by taxing the shippers of imports transported in and out of US ports. The tax is based on the value of the cargo.

In the past port and dredging officials have accused Congress and former administrations of using HMTF funds to cover the federal debt. Representative Timothy Bishop (NY) petitioned the committee to support bipartisan legislation that would require the HMTF be used only for maintenance dredging.

Interlake Steamship Co. To Honor James L. Oberstar

The Interlake Steamship Company will rechristen the **M/V CHARLES M. BEEGHLY** in recognition of the Honorable James L. Oberstar, a retired United States Congressman from the State of Minnesota. The ship sailed from layup in March as the **M/V HON. JAMES L. OBERSTAR**, and will be officially rechristened in Duluth later in the spring.

Oberstar spent almost half a century on Capitol Hill in the U.S. House of Representatives –11 years as a senior Congressional aide and 36 years as a member of Congress. Most recently he served as the chairman of the House Transportation and Infrastructure Committee; in that role he earned a reputation as Congress' primary expert on transportation issues. He was also a speaker at the christening of Interlake's M/V Mesabi Miner in Duluth in 1977.

Oberstar has a lifelong connection to the iron ore industry and Great Lakes shipping that started with his father, who was an ore miner. He has been a

constant champion for maritime issues, especially when they concern the Great Lakes. He represented Minnesota's Mesabi Iron Range that depends on Great Lakes shipping to transport iron ore to market, he pushed for Great Lakes' icebreaking resources in order to keep iron ore moving during the winter, he lobbied for funds for a second lock at Sault Ste. Marie, Michigan, and he was a major advocate for funding for the dredging of the Great Lakes basin.

The **M/V HON. JAMES L. OBERSTAR** is 806 feet long with a beam of 75 feet. It has a carrying capacity of 27,500 net tons, or 31,000 gross tons. It was constructed in 1958 at the American Shipbuilding Company in Toledo, Ohio, and was originally named the **STR. SHENAGO II** in 1959.

IMO Regulations to Require Bridge Navigational Watch Alarm System

New IMO regulations will mandate

that a Bridge Navigational Watch Alarm System (BNWAS) be equipped on most ocean going ships in the near future. These regulations are being implemented through the Maritime Safety Committee (MSC). Under the terms of the amendments to SOLAS Chapter V, regulation 19, and adopted with Resolution MSC.282(86), new cargo vessels over 150gt and all new passenger vessels no matter the size constructed after July 1, 2011 will need a BNWAS.

Over the next three years implementation will be phased in to make BNWAS required on existing tonnage. All existing vessels over 3000gt, both passenger and cargo, need to be equipped by July 1, 2012; all existing cargo ships over 500 gt by July 1, 2013; and all cargo ships over 150gt by July 1, 2014.

BNWAS are intended to monitor bridge activity and the awareness of the Officer of the Watch (OOV) and automatically notify the master or another qualified OOV if the current OOV is unable to

perform his or her duties. This is done through a series of indications and alarms. A BNWAS is also supposed to give the OOV the ability to call for assistance. BNWAS are supposed to be operational whenever the vessel's heading or track control system is engaged, unless it is turned off by the Master.

Study Shows Shortsea Shipping Is Cost Effective

According to a US Government Accountability Office (GAO) study, shortsea and inland waterways shipping is cheaper than any other form of transportation. The study showed that trucking costs not passed onto the consumers are at least six times higher than rail costs, and nine times higher than waterways costs, measured in per million ton-miles of freight transport.

The study also showed that when transportation rates don't reflect the cost passed on to the public one mode may have a cost advantage over all others, which distorts competition. The report concluded that ineffective public investment decisions may occur when fixed costs aren't passed on to the recipients of the investment.

"This report should be required reading for all persons in public policy positions who suffer from the mistaken impression that the US maritime industry is overly subsidized," commented US maritime expert Dennis Bryant to *Fairplay*. Bryant, a retired shipping authority at the Holland & Knight law firm, also said the study "clearly shows that the maritime industry receives minimal federal subsidies and that it is the most efficient means of freight transportation by all terms of measurement: cost, safety, and environmental factors".

DOE Yields To DOT On U.S.-Flag Preference; Creates Agreement With MARAD

Back in March the Department of Energy (DOE) yielded to the Department of Transportation (DOT) over the use of U.S.-flag ships to transport goods purchased with DOE loan guarantees. Maritime Administrator David T. Matsuda says these requirements will now be applied in a fair and consistent manner



M.E.B.A. Engineers at the completion of a successful drydock in Bahrain on April 20, 2011. The drydocking was completed ahead of schedule and under budget, returning the vessel quickly to charter service. The crew had 12 days to complete a 5 year survey. All Unions went to drydock in Bahrain despite U.S. State Department travel warnings due to civil unrest and foreign military presence. Many vendors including U.S. Coast Guard would not attend because of this, but M.E.B.A. members answered the call. The MLL official commented "It was the best drydocking he had ever done," according to C/E Keith Hall. Pictured from left to right are 1st A/E Keith Garland, C/E Bill Hall, 3rd A/E Robert Collette, and 2nd A/E Chris Steele. Members absent but contributing to the good condition of the vessel were C/E Mike Suomela and 1st A/E Darrel Jenkins.



L.A. Branch Agent Bob Madden at a Pile Drivers Local 2375 meeting with Congresswoman Lucille Roybal-Allard (CA). Madden was able to discuss important issues with the Congresswoman including jobs, the Made in America Program, and maritime security.

and that MARAD is working closely with its partners to ensure this.

“This morning (Tuesday) the language on the Department of Energy’s Web site has changed to indicate how we will be working with (DOT) to make sure those requirements are met,” said Matsuda to members of the House Transportation and Infrastructure subcommittee on Coast Guard and Maritime Transportation.

The DOE also changed its statement on cargo preference on a FAQ page about the loan guarantee programs. “The Department of Transportation has indicated to the Department of Energy its view that the Cargo Preference Act applies to all ocean transport of cargoes for projects supported by a DOE loan guarantee,” the statement reads. “DOE does not agree with this point of view but acknowledges that the issue is not free from doubt.”

Matsuda said the DOE concession prevented unnecessary litigation over the issue. The DOE claimed that the 1954 Cargo Preference Act, that gives transportation priority of government-generated cargo to U.S.-flag operators, didn’t apply to imported equipment bought with DOE loan guarantees. The dispute was being watched by U.S.-flag interests to see if the DOE’s take on the matter would lead to other federal agencies obstructing cargo preference requirements.

The MARAD cargo preference requirements let U.S. flag ocean carriers,

with U.S. crews, to bid on at least 50 percent of cargoes shipped. This allows for at least 75 percent for food-aid cargoes, and 100 percent for military cargoes.

“We thank our partners at the U.S. Department of Energy for working with us to make sure this new business opportunity for U.S. companies will support American maritime jobs,” said Matsuda. “These crews are the same ones who respond in wartime or other national emergencies, so it is critical we keep that capability by allowing them to carry our Nation’s cargo, whether in support of wars abroad or America’s clean energy economy.”

M.E.B.A. Participates In TTD Meeting

M.E.B.A. was represented at the Executive Committee Meeting of the Transportation Trades Department of the AFL-CIO in March. The Executive Committee consists of presidents of various AFL-CIO unions representing all modes of transportation.

The Committee passed a resolution calling for a vibrant US maritime industry, support for the Jones Act, honoring of the US cargo preference laws, support for foreign food aid programs, and funding of the Maritime Security Program.

In addition, Congressman Jerry Costello (IL) addressed the Committee and expressed deep concerns over the growing states attacks on workers’ rights and the freshmen Congressmen who wish to “contract out” as much as possible while slashing funding to 2008 and earlier spending levels.

Deputy Secretary of Transportation, John Porcari stopped by the meeting and reassured the Committee that the current administration is very serious about moving the America’s Maritime Highway project forward.

M.E.B.A. at MTD Meetings

M.E.B.A. President Mike Jewell and Secretary-Treasurer Bill Van Loo attended the Maritime Trades Department (MTD), AFL-CIO Executive Board meeting in Lake Buena Vista, Fla., in February.

The speakers included U.S Maritime Administrator David Matsuda; Christopher Koch, President of the World Shipping Council; Capt. Jeffrey Lantz (USCG ret.), Director of the Coast Guard Commercial Regulations and Standards; Mark Ruge, Director of the American Maritime Council; Dale Lumme, National Executive Director of the Navy League of the United States; U.S. Representatives Charles Rangel (NY) and Russ Carnahan (MO); RADM Mark Buzby (USN), Commander of the U.S. Military Sealift Command; Maj. Gen. James Hodge, Commander of the U.S. Army Combined Arms Support Command; RADM Kevin Cook, Director of the Coast Guard Prevention Policy; Max Paxton, President of the Shipbuilders Council of America; and Jim Gordon, President of the Cape Wind Project.

The Maritime Trades Department, AFL-CIO is composed of 23 international unions and 21 port maritime councils in the United States and Canada representing 5.5 million working men and women.



Former Maritime Administrator Al Herberger, Major General Hodge, SIU Executive Vice-President Augie Tellez, Rear Admiral Buzby and President Mike Jewell gather together at the March MTD meeting.



Save Our Seafarers

In response to the increase and brutality of pirate attacks in the Indian Ocean and Gulf of Aden, M.E.B.A. has joined together with international maritime groups to petition governments to protect the welfare of seafarers. Launched by BIMCO, the International Chamber of Shipping (ICS), the International Shipping Federation (ISF), Intercargo, INTERTANKO and the International Transport Workers' Federation (ITF) was the Save Our Seafarers campaign and website.

The campaign's goal is to encourage people around the world to put pressure on their governments to help stop piracy. An advertisement, that M.E.B.A. took part in, was placed in major international newspapers on Tuesday calling for more action in protecting seafarers and less legal excuses. Save Our Seafarers asks world governments to do six things: Reduce the effectiveness of the easily-identifiable pirate motherships; authorize naval forces to detain pirates and deliver them for prosecution and punishment; fully criminalize all acts of piracy and intent to commit piracy under national laws in accordance with their mandatory duty to co-operate to suppress piracy under international conventions; increase naval assets available in this area; provide greater protection and support for seafarers; and trace and criminalize the organizers and financiers behind the criminal networks.

To take part in the campaign please visit www.saveourseafarers.com and write a letter to the government demanding action on this important and life threatening issue.

24 Hour M.E.B.A. Hotline, 1-888-519-0018

M.E.B.A.'s 24-hour toll-free Hotline is up and running. This was set up for members with urgent needs and crisis situations needing immediate focus on their issues. A Union official is charged with the duty of answering Hotline calls for those seeking assistance in serious situations. M.E.B.A. officials are manning the Hotline on a rotational basis. The line is designed to be answered at any hour and the official on duty will get

*Crew of the
SS CAPE JACOB
receive the
Administrator's
Professional Ship
Award from
MARAD
Administrator
David Matsuda.*



*President Mike Jewell
(right) stops by Alameda,
CA to support his old
crew and finds time
to pose with MARAD
Administrator David
Matsuda (left).*

the wheels in motion to help you hurdle a hindrance and further heighten your working experience. In most cases, either calling your M.E.B.A. Union hall or office during normal business hours or sending an e-mail is enough to get your concerns resolved. The Hotline should become an option only if the weight of the issue demands that it be addressed at the highest priority.

Those who call the line should be prepared to fully brief the Hotline Person-in-Charge with extensive details of their issue as well as their contact information. Please leave a detailed message in the rare event that the official is away from their phone at the time of your call. The official fielding the call will route the concern to the appropriate M.E.B.A. contact taking into account the issue's magnitude.

Please write the Hotline number down and keep it on hand for when the need arises: 1-888-519-0018.

SS CAPE JACOB Receives Administrator's Professional Ship Award

U.S. Maritime Administrator David Matsuda presented the Administrator's Professional Ship Award to the captain and crew of the **SS CAPE JACOB** in

Alameda, Ca in February. The crew received the award for supporting sealift operations in the Far East and Middle East. M.E.B.A. President Mike Jewell was in attendance as he served as the permanent first assistant aboard the **SS CAPE JACOB** before taking office.

The **SS CAPE JACOB** is part of the Ready Reserve Force program, but is currently activated for duty with the Prepositioning Program with Military Sealift Command (MSC). It has been M.E.B.A. crewed since 2005 under a contract with Matson Navigation Company.

The **SS CAPE JACOB** and its crew have participated in many military operations in recent years, including Operation Southern Frontier for which the crew received a Bravo Zulu from the Commander of Task Force 73.

The vessel itself was built in 1961 for commercial use as the **SS CALIFORNIA** for States Lines. It is the Navy's first modular cargo delivery system (MCDS) vessel. The Modular Cargo Delivery System (MCDS) is a mechanized cargo transfer unit; it works as both an elevator and winch. It can hoist cargo into the air and across wire lines that are strung between two vessels sailing side-by-side.





*Pictured aboard the Keystone vessel **DENEbola** on the day of turnover are Chief Mate Dru DiMattia, 1st A/E Keith Grandy, 3rd A/E Scott Haines, and 2nd A/E Eugene Smith.*

Keystone MARAD Contract Creates More M.E.B.A. Jobs

Keystone Ocean Shipping of Bala Cynwyd, Pa. was awarded a contract of \$30,212,588 to maintain four ships in the US Maritime Administration's Ready Reserve Force fleet. This contract award added four additional vessels to the existing 20 ships already actively managed by M.E.B.A. contracted operators.

The vessels **REGULUS**, **POLLUX**, **DENEbola**, and the **ANTARES** are now M.E.B.A. crewed under the contract Keystone has with our union. M.E.B.A. represents all licensed officers aboard. The **REGULUS** and **POLLUX** are anchored in Philadelphia at 5195 S. 19th Street, Pier 6, and the **DENEbola** and **ANTARES** have remained in Baltimore at North Locust Point 1450 Nicholson Street, Pier 8.

Contracts were also awarded to Ocean Duchess Inc. of Houston, Texas for \$16,618,430; and Interocean American Shipping Corporation of Moorestown, N.J. for \$30,533,710. The contracts total \$77 million for the three U.S. maritime firms to run a total of 10 National Defense Reserve Fleet ships until July 27, 2015. The money and operating contracts were awarded to the companies that offered the government the best value. It is financed through Department of Defense funding and implemented by MARAD under the Ready Reserve Force program.

Ready Reserve Force ships have been activated 91 times since 2002. "Missions in Haiti, Iraq, and Afghanistan, as well as rescue efforts following Hurricanes Katrina and Rita, show the need for a prepared and ready-to-act fleet of ships," said Maritime Administrator David T. Matsuda. "We rely on the U.S. merchant

mariners for the day-to-day operation of these reserve duty and special-mission ships."

For more information on these ships, visit www.marad.dot.gov.

Maersk Pirate Receives Maximum Sentence

Abduwali Abdiqadir Muse, a Somali pirate who pleaded guilty to hijacking the **MAERSK ALABAMA**, was sentenced to almost 34 years in prison at his hearing in February. Muse asked for forgiveness from those he harmed and the U.S. government.

Muse and his crew hijacked the **MAERSK ALABAMA** and took its captain, Richard Phillips, hostage for five days in April 2009. In a letter to the court Capt. Phillips referred to Muse as a "terrorist," he also asked for Muse to receive a "proper sentence" on behalf of "all Merchant Mariners."

Before Muse was sentenced, Federal Judge Loretta Preska read aloud from letters written by Phillips and other members

of the crew about how they were affected by the hijacking. Preska then cited the need for deterrence as she gave Muse the maximum sentence of 33 years and nine months.

2012 MARAD Federal Budget Request Breakdown

The US Department of Transportation 2012 budget request in February includes \$358 million for all U.S. Maritime Administration activities. Out of that a total of \$162 million is requested for MARAD's Operations and Training budget, a \$12 million increase from the FY 2010 budget.

MARAD's budget request allots \$93 million for the U.S. Merchant Marine Academy (USMMA), a \$19 million increase from 2010. In March of 2010 a Blue Ribbon panel deemed that the physical condition of the academy in Kings Point, N.Y., had "reached a tipping point," and needed to be updated in order to keep the school from declining and possibly losing accreditation. The budget allocates \$29 million (a \$12



*Docked at Pier 6 in Baltimore are Keystone's **ANTARES** and the **DENEbola**.*

million increase from 2010) for the consolidated USMMA Capital Asset Management program, \$23 million for capital improvements (which includes \$11.5 million to renovate Cleveland Hall midshipmen barracks; \$9 million to finish the renovation of the Delano Mess Hall; and \$2.5 million to conduct architectural and engineering studies for renovating the other barracks and academic buildings), \$2 million for replacing equipment and doing major capital repairs, and \$4 million for facilities maintenance. There is also \$7 million allocated to fund other operational priorities.

In addition MARAD's budget breakdown also requests \$17 million for the six State maritime academies, a more than \$1 million increase from the 2010 budget. Only \$51 million is reserved for MARAD Operations and Programs, which is an \$8 million decrease from 2010.

Other aspects of MARAD's budget includes no new funding requests for the assistance to Small Shipyards grant program, and \$19 million for the Ship Disposal program, out of which \$3 million is to support nuclear license management for the SAVANNAH and \$3 million is to be used for obsolete fleet environmental remediation. The Maritime Security Program has \$174 million requested along with \$12 million in unallocated funds to fund the \$186 million authorized level of \$3.1 million for the 60 ships in the program.

For the Maritime Guaranteed Loan Program (Title XI) the President requested \$4 million for administrative expenses, which remained the same from 2010. No new loan subsidies are funded and \$54.1 million of unassigned balances that were funded by the 2009 and 2010 Department of Defense appropriations are set to be cancelled.

M.E.B.A. Member Publishes Book on His Diving Adventures

Brother H.C. Solomon has written a book, *The 1994 Explore Diving Calendar*, about his adventures along the coastlines of Bermuda, Mexico, Puerto Rico, the US Virgin Islands, the British Virgin Islands, and the Cayman Islands. Solomon has been a M.E.B.A. member since 1960 and wishes to let his fellow brothers and sisters know about his adventures.

In his own words this book describes the journeys he took to fulfill his childhood dreams. "Growing up in New York, I had many dreams of grand adventures. I read the books of Joshua Slocum about sailing alone around the world. Jack London was another favorite, along with Joseph Conrad and Rudyard Kipling. I dreamt of cruising Lake Victoria and Mt. Kilimanjaro, Rio de Janeiro, with Copa Caba Beach and carnival, and Barcelona. I read about the maroons of Jamaica and the runaway slaves during the seventeenth and eighteenth centuries who roamed the countryside harassing the British until the

abolition of the slave trade in 1807. Well, a lot of these dreams have become reality, and this book is a record of some of the places I visited. Hope you enjoy it."

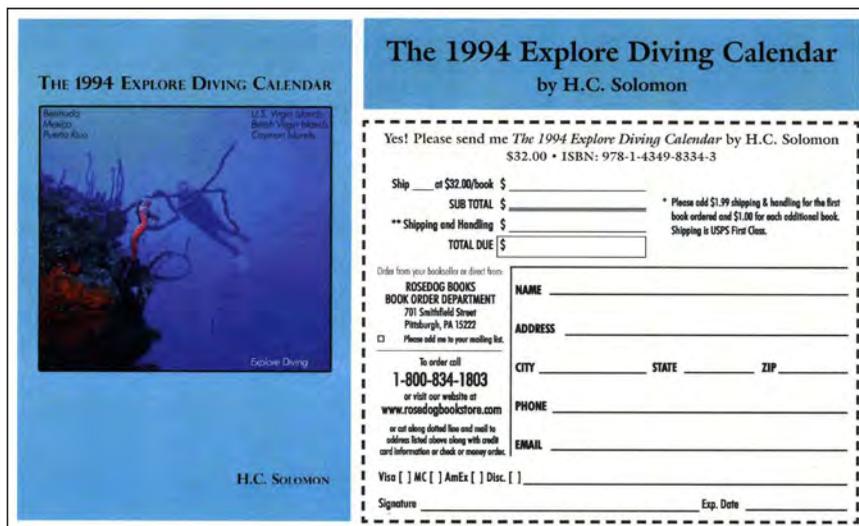
The 1994 Explore Diving Calendar is available for sale online through www.amazon.com, www.borders.com, and www.rosedogbookstore.com.

New USCG Salvage and Firefighting Regulations

The US Coast Guard's "Salvage and Marine Firefighting Requirements; Vessel Response Plans for Oil" (SMFF) went into effect on February 22, 2011. They mandate owners and operators of oil carrying ships to have a response plan and to identify correct salvage service providers. This means that owners and operators not only have to contract with salvage providers but need to make sure they can provide salvage planning, emergency towing and lightering, and other services within all the listed requirements and deadlines. Both the marine firefighting services and salvors must coordinate directly with the Oil Spill Response Organizations (OSRO) and integrate into the VSPs. The SMFF Requirements came out of the Oil Pollution Act of 1990 (OPA 90).

These regulations also require ships to identify and contract for lightering ability. This includes transfer hoses and connection equipment, fenders, portability pumps, and all auxiliary equipment needed to offload the largest cargo tank within 24 hours of nonstop operation. The resources must be able to reach the vessel's operating locations within 12 hours for inland, nearshore and Great Lakes areas, 18 hours for offshore waters, rivers, and canals, and 36 hours for open ocean.

The new requirements clarify what the government considers acceptable service from a salvage provider. They put responsibility directly on the owners of the vessels. Now there is criteria in which to research/judge service providers, evaluate their past performance and plans for the future, and take stock of their resources/capabilities to ensure they can provide adequate services.



H.C. Solomon's book describes his adventures into the deep blue.

Resources are available to help owners comply with the new regulations. This includes 15 criteria to determine what an adequate provider is (155.4050(b) 1-15, a frequently asked questions column, and a Navigational and Vessel Inspection Circular. These are available at www.uscg.mil/vrp. The USCG has also created VRP Express, a free online vessel response plan submittal portal, to help owners create a vessel response plan that meets the new requirements.

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Calhoun School Military Sealift Command Information

Background Information

In the later part of the last century, Patriot Ship Management, a M.E.B.A. contracted company was awarded the operating contract for the Bob Hope class of LMSRs. This was the first time that the school had ever had to deal with teaching MSC courses. In response to the new requirements we developed a two week course called "Government Vessel Operations (GVO)". This course was designed to be a one stop training event. Instead of having to take the MSC one week Civilian Marine Engineering Officer course (CMEO), and then having to go somewhere else to get CBRD, Damage control and small arms, we put all of it into the GVO course. The original GVO course was comprised of two days of CBRD Basic, two days of Damage Control, one day of SAMM computer training, three days of small arms, one day of water testing and one day of oil testing.

At Patriots request, the small arms module was removed from the GVO course and the SAMM training was expanded to three days. We subsequently began teaching small arms separately as a five day course. We submitted our revised GVO course to MSC for review and because we were now teaching three days of SAMM, MSC recognized our course as the equivalent of their CMEO, at which time we changed our certificate to read "Government Vessel Operations – CMEO".

When Keystone won the contracts for several Full Operating Status vessels (FOS) we began seeing deck officers in the GVO course. Since CMEO is not required for deck officers we eventually tried doing deck related assessments on the days that the engineers were doing oil and water testing. This worked out well and deck officers were issued certificates that read "Government Vessel Operations – CMNO (Civilian Mariner Navigational Officer)". We also became aware of several MSC courses that engineers had not been subject to, such as Helicopter Fire Fighting.

In late 2009 we were visited by representatives of the MSC engineering department (N7). They reviewed our engineering material again and informed us that they had changed the CMEO course and that our course no longer met their requirements. We would have to start teaching CMEO as two separate courses. One at the junior officer level and one at the senior officer level in order to keep our credential. They also informed us that we could send our members to the MSC CMEO courses in Virginia tuition free. In an effort to save money we decided to drop CMEO from the GVO course. Therefore starting in February of 2010 the GVO course was shortened to one week. We scheduled members into the MSC CMEO course in Virginia, but all of the courses ended up being cancelled by MSC and our members were left without the required training.

This was not much of a problem since Patriot no longer managed the LMSRs and the Keystone and MarAd contracts



did not require CMEO. All of that changed when Patriot was awarded several of the LMSRs again.

In an effort to get our members the required training, we are now teaching the CMEO junior officers course as part of the GVO class. We are trying to get Rick Simonson approved to teach all of the CMEO topics, but in the meantime, we are paying vendors to come in and teach the material. That still leaves us with the problem of what to do with our deck officers for the CMEO portion of the class.

New Courses At The School

Starting in August of this year we will offer two separate classes. The material that is required for everyone; CBRD, Damage Control, Environmental Officer, etc will become the one week "Civilian Mariner – Basic" class" (CM-B). The other one week course will be called "Civilian Mariner Engineering Officer" (CMEO). These courses will be taught back to back so that engineers can avoid traveling to the school twice. In an effort to make this a one stop training event again, we are going to try adding small arms classes to the schedule either in the week before or after these courses are taught.

Members can start applying for these courses on May 1. If you have an old application, or do not see CM-B or CMEO on the application, please use the space that says "OTHER" and write in the course(s) you need. If you have any questions please contact Barry Van Vechten at 410-822-9600 x315 or bvanvechten@mebaschool.org.

Taking Msc Courses

In an effort to reduce their teaching work load MSC has begun restricting access to their courses to their own Civilian Mariners (CivMars) or to contract mariners. If you work for a contracted M.E.B.A. company that manages ships for MSC you are a contract mariner. If you work for MarAd on one of the Cape ships, you are not a MSC contract mariner. What this means is that you may find it difficult to arrange your own training at any of the MSC schools. If you are, or intend to work for Patriot, and need to attend a MSC school please contact Barry Van Vechten and he will assist you with your arrangements.



Calhoon School



The six-week USN Diesel Engineering class offers engineers working knowledge of diesel engines, engine control systems, and related auxiliary equipment. The February 11th graduating class included (left to right) Keith Mellin (Peaker Services), Mike Bates (Instructor), Matthew Smith, Brookes Letnom, Colin Cumberbatch, Michelle Patrick, Matthew Millsap (Bears jersey), Brandon Turner (arms crossed), Jeremiah Neidert (red), Kyle McDonald, Samantha Powell, Tru Sunderland (Instructor-mustache, beard), Kendall Lindvold (blue), and Dana Sweet.



The Advanced Shiphandling course uses both classroom lectures and simulator based labs to instruct members on how to handle situations on a variety of different vessels. Attending the class that graduated on February 18th were (left to right) Dan Noonan (Instructor), Larry Lehner, Thomas Bronson, Alexios Moustakakis, George Gruber (Instructor), and Robert Gessner.



The four-week Industrial Electronics course covers the foundation principles of electricity, magnetism, passive components, and circuit analysis and combines it with the proper use of test equipment and circuit breadboarding techniques. The March 4th graduating class included (front row, left to right) Lyle Sloan, Ricky Hamiter, and Irina Winston; (back row, left to right) Eric White, Barton Troxell, Craig Woodward, Lawrence Holbert, Marc Hoffman, Ryan Tarabochia, Bill Radaskiewicz (Instructor), and Brian Fritschi.



The one-week Bridge Resource Management course addresses the factors involved with maintaining an alert and professional bridge watch. Attending the class that graduated on March 4th were (left to right) Scott Conway (Instructor), Isidoro Sorace, Tim Feeny, and Rob Edelhauser.



Welding is a four-week course that teaches mariners safety, basic metallurgy, welding theory, and gives members hands on practice. The March 4th graduating class included (kneeling in front) George Morris; (first row, left to right) Shawn Locke (Instructor) in baseball cap, Andrew Goodman, Rich Lundin (yellow), Rich Hagerman (white coverall), David Johnson (red), Jon Hines (blue coverall), Rob Provost (glasses), and Bryan Jennings (Instructor). Standing (back row, left to right) are Gerard Cullen (beard/mustache), Jeff Frobenius, Tom Pollock, and Nikolai Koujel.





Calhoun School

The four-week Electricity class stresses the proper selection, application, and use of test equipment. The March 11th graduating course included (left to right) Ron Fedorczak (Instructor), Romualdas Videika, Marc Curtis, Elizabeth Bland, Philip Walkup, Mark Lauretano, Raymond Zarzycki, Steve O'Neil, Nathan Gardner, and Joshua Chevalier.



TIG Welding is a two-week practical class for students that have completed the basic four-week Welding course. It is focused on TIG welding of ferrous and non-ferrous metals in multiple positions. The class that graduated March 25th included (left to right) Robert Feldman, Shawn Locke (Instructor), Benjamin Broxon, Alexander Flemmer, Robin Zahler, Randall Clark, Stephen Olson, and Bryan Jennings (Instructor).



Diesel Engineering course Members that were in the April 1st graduating class were (left to right) Jeremiah Taylor, Richard Hobson, Kenneth Moore, David Newell, Joel Beraldi, Gene Devin, Teresa Dunlop, Thidiane Kanoute, Keith Mellin (Vendor - standing lanyard w/tag), Mike Fanning (Instructor - blue coveralls), Mark Malo, Robert Mecker, James Tyson, and Dana Sweet (Instructor).



Tankerman DL is a one-week course that fulfills USCG and STCW training requirements for Tankerman of Dangerous Liquids. Attending the class that graduated on April 1st were (left to right) Jack Menendez (Instructor), Jacob Riddick, Ray Hardwick, Douglas Robb, Jeff Frobenius, Joseph Russ, Michael Donovan, John Lyons (Instructor), Craig List, Matt Mataronas, Thomas Tompkins, and John Woods



The three-week Instrumentation class focuses on the sensors and actuators that are used in maritime and industrial control systems. Attending the class that graduated on April 1st were (sitting, left to right) Wallis Barton, Nikolai Koujel, and Sonny Acosta; (standing, left to right) Rick Fullwood (Instructor), Nathan Gardner, Mike Rugarber, Richard Seal, Lyle Sloan, Marc Hoffman, Ken Whelan, and Richard Thek (Instructor).



Calhoon School



Advanced Fire Fighting is a one-week course that covers topics such as pre-fire planning, fire party training, and command practices. The class that graduated April 8th included (left to right) Benjamin Broxon, Dan Tuel (Instructor), Paul Koester, Melissa Velli, Ken Farley, Eddie Washington, Doug Puritis, Larry Clement, Wil Jones, Joe Tierney, Dennis Flynn, and Jeff Munday (Instructor).



The two-week Container Refrigeration class focuses on refrigeration principles, refrigeration instrumentation, modern refrigerants and their characteristics, and Thermo King and Carrier container components. Members in the April 8th graduating class were (left to right) Darryl McCaslin (Instructor), Richard Goronski, Stephen Williams, Brian Prothero, Kim Miller, Chad Ingols, Charles Lacour, Jr., Bill Eident, Mike Fanning (Instructor), Larry Greenlund, and Jeff Howard.



Starting in 2011 students taking the four week Refrigeration Course are given the opportunity at the end of the course, of taking a certification examination for Air to Air Heat Pump Service Technician. This certification is provided through the North American Technician Excellence (NATE) program which is highly recognized in the HVAC industry. Pictured above are the first MEBA members taking advantage of and successfully passing the examination. Members who successfully completed the HVAC NATE Examination are (left to right) Stephen Williams, Brian Prothero, Kim Miller, Chad Ingols, Charles Lacour, Jr., Bill Eident, and Jeff Howard.



The Advanced Cargo Operations is a two-week course that teaches members the characteristics of cargo vessels and methods for handling and stowing cargoes. The class that graduated April 22nd included (left to right) Dan Noonan (Instructor), Amanda Wallace, John Verrilli, Kevin Bennett, Danny Shorty, Jeremy Meads, Rob Gessner, Aaron Kleinerman, and Varun Bhalla



Maersk & Horizon Lines Proficiency Testing

The Calhoon MEBA Engineering School offers three ways for MEBA Members to complete the Maersk / Horizon Lines proficiency tests: CMES, Prometric Testing Centers, and Online. While all of the tests are available at CMES, not all can be taken at Prometric or Online. A matrix detailing which tests are available through the various alternatives may be found at the end of this article.

Students must achieve a 70% to pass a written exam. Two attempts will be given to pass the test, but at least a 60% must be achieved the first time to be eligible to retest. Members who do not receive a passing grade must take the course to full-fill the training requirement.

Please note:

- Successful completion of any proficiency test will give the Member credit towards their Maersk and/or Horizon Lines training requirements.
- NO course completion certificate or other form of endorsement will be issued.
- Details of the Maersk and Horizon Lines training requirements may be found either on the Proficiency Test Information page of the CMES website or from the school's Administration Office. Questions pertaining to the training requirements should be directed to either Hope Dyott or Barry Van Vechten, (410) 822-9600 ext. 315.

Prometric Testing Center Option

Members may take some proficiency tests at their local Prometric Testing Center. Please refer to the matrix to see which tests are available. An application form requesting to take an exam must be completed. This form is only available through the school's website and may be found on the Proficiency Test Information page. Students must submit a separate application form for each test required. Within three business days the student will receive an email confirmation

with the information required to take a test at Prometric. Upon receiving the confirmation email, students must go to the Prometric website, www.prometric.com, to schedule their exam. The school is listed as MEBA - CMES. Any questions pertaining to scheduling exams or locating a testing center must be directed to Prometric.

Upon completion of testing at Prometric, students will be notified by CMES of their test results. Please direct any questions concerning proficiency testing through Prometric to dl@mebaschool.org.

CMES Testing Option

MEBA Members may take all of the proficiency tests at CMES. Testing is scheduled once a week, usually on Wednesdays after class. Students are allowed to take one test per testing session. Additional tests may be offered if staff is available.

The Welding and Machine Shop proficiency tests are generally offered every Tuesday after class.

Members wanting to take a proficiency test while attending a class at the school must go to the Administration Office to obtain and turn in a completed Proficiency Test form.

Website Testing Option

The Computer Applications proficiency test is available online through the CMES website. This is however the only test available in this format. As with all other proficiency tests, students will be given two attempts to pass. A 70% is needed to achieve a passing grade.

Members who want to take the Computer Applications proficiency test online, please email dl@mebaschool.org for further information and instructions.

Proficiency Test Matrix

	CMES	Prometric	Online
Analog Electronics	●		
Computer Applications	●		●
Diesels	●	●	
Digital Electronics	●		
Electrical Troubleshooting	●		
Electricity	●		
HAZMAT	●		
Industrial Electronics	●	●	
Instrumentation	●	●	
Machine Shop	●		
PLC	●	●	
Refrigeration	●	●	
Welding	●		

CMES is in the process of adding additional tests to the Prometric Testing Center option. As tests are added, notification will be sent via All Ports Bulletins, the Telex-Times, and the CMES website.



Faces around the Fleet



Members of Interlake presenting President Mike Jewell with information concerning pensions and contracts.



Members from Interlake meet at the Calhoun School. Pictured from left to right are Tim Dayton, Scott Parker, John Hall, Scott Briggs, Drew Leonardi, Joe Ruch, Tom Ochs, Loren Warczynski, Dave Guay, Rich Lacksonen, Russ Brohl, Brady Anderson, Donna St. Pierre, Henry Terry, and Mark St. Pierre. Not pictured are Greg Sipper, Mark Sipper, John Hines, Al Bell, and Eric Wazlo.



3rd A/E Edwin Taylor III (left) and 1st A/E Jeff Cassidy (right) aboard the HORIZON CHALLENGER.



Member Kevin Brooks and new applicant Melanie Brittin take a break to pose next to the M.E.B.A. sponsor sign at Hole #1 during the Congressman Gene Green Golf Tournament.

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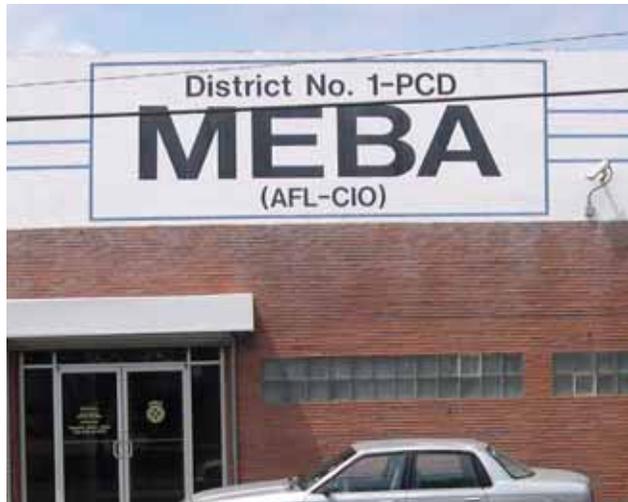
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Retired M.E.B.A. D-1 Chief Engineer



Know Your Halls **Houston**



Welcome to the M.E.B.A. Houston Union hall.

The Houston Hall was built in 1938 as a Department Store. Retiree, Jesse Sweet who sailed from 1945 to 1990, remembers buying khakis at the store and its mosaic logo still greets members entering the Hall.

The original hall was on Navigation Blvd, a couple of miles from the present hall's location, next to the Houston Ship Channel turning basin. Sometime in the late 40s to early 50s, the hall and Branch Agent's apartment upstairs was sold and the new hall was purchased by the Local 99 membership.

Originally there were two entrances, on 314 and 316 Broadway. The membership used the 314 door, now bricked over, to enter the hall. There was a small front room with the dispatcher and a hall leading back to the Patrolman and Branch Agent's offices. The main portion of the building was not open to the membership except for union meetings. The rest of the time it was rented out as a dance hall, according to retiree Billy Ellison.

Many retirees remember an M.E.B.A. logo in the center of the floor.

In 2004, member Jimmy White's daughter painted the mural on the west wall. The mural is of the **MV CAPE TAYLOR** when it was loading in Corpus Christi, TX during Operation Iraqi Freedom. A collection was taken up at the union meeting to help pay for the mural. Kenneth Bunn contributed the balance (over \$1000) to cover what was not collected.

In 2008, a citizen crashed through the front door with a pickup truck. The outer glass doors were destroyed and the inner 1-3/4" thick door held but was damaged beyond repair. Two new sets of glass doors and an overhead steel door were installed. The glass doors bring in natural light to the hall.

It was the members who bought this hall and the members provide a lot of assistance in maintaining and improving it. Members Jorge Fernandez and Frank Michalski have updated over 50 year old electrical boxes and Will Bridges helped replace ceiling tiles. Dave Reid replaced the toilet in the ladies room with a high efficiency mode and changes out a defunct valve. Matt MacNeil replaced one of the men's room toilets. Patrolman Mike Dunklin's 40 year old green shag carpet was replaced with laminated flooring by members who were waiting to ship out.

In 2010, the A/C units were stolen from the roof and were replaced with SEER 15s to reduce monthly costs. Security cages were built around them., and a Texas Energy Grant was obtained to replace the aging and failing refrigerator.

This year has seen the repair of the old poker room into a filing room, and insulating and painting the dispatcher's office and Xerox room. Managing the upkeep on the member owned hall includes vendor selection when applicable for capital



The Houston Hall recently went under a massive amount of renovation. Retirees have told the hall's officials that fifty years ago this space was used as a poker room. It had a warning bell to alert members of police visits. When the sub floor was torn up, old playing cards and matchbooks from the defunct Harrisburg Bank were found.



Other renovations include the placing of an insulated wall covering in the dispatcher's office, also made possible by the hard work of the Houston Hall members.



The process of rebuilding the Houston hall was made possible by generous members who volunteered their hard work and time. Seen here is the process of the renovation of the filing and Xerox room.

improvements and repairs, property tax review and protest (the hall pays 14 percent less this year than in 2006) and periodic review of electricity plans, etc.

The Houston hall is staffed by Branch Agent Dana Woodruff, Patrolman Mike Dunklin, and Dispatcher Erin Bertram.

Woodruff's responsibilities include assisting members with finding information on interpreting contracts, Plans and US Coast Guard issues, grievance resolution, supporting Dunklin and Bertram in their positions, facilitating job calls and terminal access, looking for ways to make the Union more efficient or improve a process for the membership, and completes any other tasks as assigned or necessary for the running of the hall. She serves as an Alternate Trustee to Plans, and is on the Good And Welfare and OUIS committees.

Dunklin covers ships from Brownsville, TX to Lake Charles, LA- a distance of approximately 500 miles. The major ports are Galveston, Houston, Beaumont and Corpus Christi. Other ports along the coast also have M.E.B.A. contracted ships visit. Tankers, Ro-Ros and Container Ships under contract call in to the jurisdiction. Four Ready Reserve Force ships call the Houston hall for any union business. Dunklin visits

The renovations to the hall include removing the ceiling and west wall drywall. The ceiling was insulated and new drywall was completed with texture and paint. The floor joists were replaced and 1-1/4" OSB sub floor was put down to support the weight of filing cabinets. Members and applicants who helped during this process include Frank Michalski who installed the can lights and light switch and applicant John Harrison who helped install carpet tiles. The total project cost was about



\$5,000. The room will be used to securely store filing cabinets that house archived historical documents, arbitrations and member files from the closed halls of Port Arthur, Galveston and Corpus Christi, as well as currently active Houston files.



The dispatcher's office now complete with a new wall.



The hall includes plenty of space for members to come hang out in while waiting to ship out.





*Inside you can find a beautiful mural of the **MV CAPE TAYLOR** during its loading in Corpus Christi, TX while serving in Operation Iraqi Freedom, it was painted in 2004 by member Jimmy White's daughter.*



Branch Agent Dana Woodruff, Patrolman Mike Dunklin, and Dispatcher Erin Bertram keep the Houston hall running at full speed.

approximately 180 of ships per year. He is also an active M.E.B.A. representative with the local AFL-CIO.

The Houston hall is the Gulf Coast port for distribution of jobs that are open following a strict distribution procedure. The Houston hall also receives the Shipping and Registration reports from all halls on a weekly basis to help with the National Shipping Card and monthly National Registration Report, verifying that officers who ship in a port other than where they are registered are properly removed from the National Registration Report.

The hall also put together and hosted an M.E.B.A. Retiree Breakfast in April and plan on making that a regular function.



Members Kwasi Manu (standing) and Robert L. Stevenson (at the computer) hanging around the Houston hall.

The Houston hall held a retiree breakfast on April 15th that it plans to make an annual event.



In attendance were: Top Row (l to r): Michael Rosprim, retiree Leroy Whitlow, retiree Robert Schuckhart, retiree Billie Elison and wife Mary Elison, retiree Carol Curtiss, retiree Nelson Sherwood, retiree Jesse Sweet. Middle Row (l to r): Branch Agent Dana Woodruff, retiree Charles Mills and wife Wilhelmina Mills, retiree Charles Crawford, Jr., retiree Don Albright, retiree Don Schwab, retiree Phillip Waters. Seated (l to r): Patrolman Mike Dunklin, retiree William Wright and wife Nell Write, retiree Scott Lieblich, retiree Ray Hutchins, retiree Howard Townsend. Not pictured: retiree Harvey West.



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ADVICE FOR THE SAVVY MARINER

April 2011

Rethinking Work and Retirement- Creating Life Options

By: Mark E. Engberg, CFP®
Retired D1 MEBA C/E
CERTIFIED FINANCIAL PLANNER™



About the Author:

Mark E. Engberg, CFP® retired from the MEBA in 2001 after 20 years of service, eight years as Chief Engineer. Mark holds a Bachelor degree in finance and is a CERTIFIED FINANCIAL PLANNER™. Mark and his staff serve a national maritime clientele and offer a full range of financial services and investment management solutions.

The CFS Team consists of five registered investment professionals, including a CPA, and six support staff; they have been in their current location for over 20 years.

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Sincerely,

Mark E. Engberg, CFP®

Our Society seems to view adulthood as two distinct stages—a person works for about 40+ years and then they retire. Retirement is regarded as a new environment filled with leisure activity, family, hobbies, and relaxation.

Personal finance preaches the importance of saving enough and investing properly in preparation for retirement. However, the contradiction of wanting to live well today and, at the same time, having to sacrifice for a comfortable retirement is a struggle for many. It is not surprising people may feel apprehensive, worried and confused when they think of retirement.

Perhaps the way to approach these anxieties is to look at our working lives in the context of creating options—then we cease to fixate on a specific retirement age. If we create options early on, we may be able to stop working early in life, we may choose to continue working, or we may want to change what it is we do for our livelihood. Working because we want to, is much more pleasant than working because we have to.

Most everyone dreams of not having to work, but that thought process may be flawed. Your work should be a means of creating options that allows you to enjoy the journey. When it is time to change your path on this journey through life, your “reservoir of options” - be it skills, intellect, money, assets, energy, relationships, compassion, altruism, etc...should allow such a transition to be secure, comfortable, and most importantly, enjoyable.

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(From Left to Right)
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Finished with Engines

VAN M. ALTMAN

Van Altman passed away on July 21, 2010 at the age of 85. Altman was born in Hemingway, SC, and was a former resident of Morristown, NJ and Pawleys Island, SC. He has a successful career as a Chief Marine Engineer during World War II with the Merchant Marines and sailed with Military Sealift Command for 50 years. During this time he received many he many awards, commendations and honors from the Navy. Brother Altman last worked for Varicua companies doing night relief. He retired on 1004. He was preceded in death by his wife, Helen Altman and his grandson, Van Laskos. He is survived by his children Vanette Altman of Pawleys Island, SC, Dean Altman of New Vernon, NJ, and William Altman of Dagsboro, DE. He is also survived by his granddaughters Elaina Laskos, Olivia Altman, Nyssa Altman and Teagan Altman.

MILTON W. AUTRY

Milton Autry passed away on July 30, 2010 at the age of 82. He was a resident of Thomasville, AL. He last sailed as Chief Engineer aboard the SS MARINE CHEMIST with Marine Transport Lines. He retired on July 1, 1986. He was predeceased by his wife Bessie Autry who passed in 2007, and is survived by his sister Mattie McClelland.

AUGUST CALEFATO

August Calefato passed away on June 27, 2010 at the age of 88. He was a resident of West Palm Beach, FL. Not much is known about Brother Calefato, but he

“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.”

last sailed with U.S. Lines aboard the AMERICA LANCER as 3rd Assistant in 1984. He retired on February 1, 1987.

GEORGE CIPAN

George Cipan passed away on February 1, 2010 at the age of 94. He was a resident of Bradley Beach, NJ and Euclid, OH. He had a productive sailing career aboard ships such as the SS MORMACELM. He retired in 1976



after 39 years of service in the Merchant Marine. He was predeceased in death by his wife, Sophie. Brother Cipan is survived by his sister-in-law Margarette Cipan; niece, Marilyn Cipan; and close friends Tage Canning, Sally Newson and the Zabjek and Kubo families.

JACK COLE

Jack Cole passed away on June 23, 2010 at the age of 87. He was a resident of Santa Barbara, Honduras. He last sailed with MTL Sealift aboard the SEALIFT CHINA SEA as first assistant. He retired in 1988. Brother Cole is survived by his wife Dora and his children Jule Cole, Joan Cole, and Erika Cole.

RICHARD HENRY CONSIDINE

Richard Considine passed away on May 29, 2010 at the age of 85. He was a resident of Oceanport, NJ. He served honorably in the U.S. Navy Submarine Service during WWII as an officer aboard the USS SUNFISH; he was stationed in the Pacific. He graduated from St. Joseph’s College of Philadelphia in 1952. He also worked as a consultant on maritime issues to shipping insurers and agencies. e is survived by his wife Adair Ritte Considine; children Richard S. Considine, James P. Considine, Casey Considine, and Trish Considine Kirsch; and eight grandchildren.



GEORGE CHRISTOFF COOPER

George Cooper passed away on December 31, 2010 at the age of 57. He was a resident of Dallas, TX and Bossier, LA. He graduated from N.R. Crozier Technical High School, and attended Texas A&M



Maritime Academy. He loved to travel and restore old cars and motorcycles. Brother Cooper shipped out of the Los Angeles and Houston halls for Keystone and Lykes Lines. His ships included the SS VALLEY FORGE, the SS FREDRICKSBURG, the ALMERIA LYKES, SUE LYKES, HOWELL LYKES and Matson's MANULANI. He last sailed with the Union as a 1st Assistant aboard the MANULANI. After a long and prosperous career he retired on December 1, 2006. He was loved and cherished by his shipmates. He is survived by his daughters; Kristina and Tari Cooper; sister Rhavda Emison, and many other close family and friends.

RICHARD DOCHERTY

Richard Docherty passed away on August 29, 2010 at the age of 86. He was resident of Bullhead City, AZ. Brother Docherty last sailed aboard the SS ATIGUM PASS with Keystone. He retired on November 1, 1988 after many successful years of sailing. He was predeceased by his beloved wife Edna in 2009, and is survived by his son Trevor Docherty.

ROBERT L. DURHAM

Robert Durham passed away on March 8, 2011 at the age of 91. He was a resident of Madison, TN. Brother Durham was a graduate of Springfield High School and was a member of Lincoya Hills Baptist Church. He began a long and prosperous career in the Merchant Marines in 1941. He last sailed in March of 1974 and retired on May 1st of that year. He is survived by his wife, Mildred; his son, Robert L. Durham, Jr.; stepchildren, John & Wayne Richards, & Joanne St. Germaine; his niece Karen Elley, and nine grandchildren.

ROBERT E. ELLIOTT

Robert Elliott passed away on November 22, 2010 at the age of 92. Brother Elliott was a resident of Everson, WA. He worked tirelessly on the Washington State Ferries from 1973 to 1981, and retired on October 1, 1981. He is predeceased by his wives Kathryn

and Marion Elliott, and is survived by his daughter Susan Shuhler.

OSCAR C. ESAREY

Oscar Esarey passed away on August 31, 2010 at the age of 100. He was a resident of Seattle, WA. He last sailed for American President Lines. Brother Esarey retired on September 1, 1975. He was predeceased by his beloved with Bernice in 1998. He is survived by his daughter Nancy Milan.

GEORGE W. FENLIN

George Fenlin passed away on October 29, 2010 at the age of 83. He was a resident of Buchanan, TN. Brother Fenlin was a Veteran of the US Navy and served in the US Coast Guard from February 14, 1949 until September 1, 1976. He retired as a Chief Warrant Officer. He then began his Merchant Marine career and retired on December 1, 1992. He was preceded in death by his wife Doris in 2008, and is survived by his son Michael.

JOHN F. FISCHER

John Fischer passed away on March 8, 2011 at the age of 87. He was a resident of Annapolis, MD and was born in Bridesburg, PA. Brother Fischer enlisted in the U.S. Navy when he was only 17; he trained as a machinist and



served on a submarine tender in Perth, Australia during WWII. He also boxed on his unit's team. After his discharge, he joined the Merchant Marine. He last sailed with Delta S.S. aboard the S.S. SANTA ROSA as a 3rd Assistant. He retired on November 1, 1985 after 20 years of faithful service. He was predeceased by his sister Dorothy.



FRED R. GASKELL

Fred Gaskell passed away on February 17, 2011 at the age of 78. He was a resident of San Francisco, CA. He was a U. S. Navy Veteran, and

sailed as a Chief Engineer on Matson's LURLINE in May 1997. Brother Gaskell last sailed in August 1997 aboard the APL COMET, working night relief. He retired on November 1, 1997 after 47 years at sea. He is survived by his wife Joan J. Gaskell, and children Mathew and Janine Gaskell.

JAMES B. GIBBONS

James Gibbons passed away on October 27, 2010 at the age of 67. He was a resident of Bourne, MA. He was formerly of Milton, Quincy, Dorchester and South Boston. Brother Gibbons last sailed with Sealand in 1998 as a 3rd Assistant aboard the S/L NAVIGATON. He retired on January 1, 1999 after many successful years at sea. He was well loved by his shipmates, friends, and family. He is survived by his brother William.

ALDEN W. HOSKIN

Alden Hoskin passed away on January 18, 2011 at the age of 86. He was a resident of Kendall Park, NJ. Brother Hoskin was a WWII Navy Veteran and an avid pilot of Cessna planes. He retired with the rank of Captain in December 1981. He was preceded in death by his wife Teresa in 2004, and is survived by his daughter Gabriella. Memorial contributions may be made in his memory to the Humane Society, 124 Evergreen Ave., Newark, NJ 07114.

WESLEY M. HURLEY

Wesley Hurley passed away on October 13, 2010 at the age of 76. He was a resident of Pensacola, FL. Brother Hurley ran the Ferret and Dove Sanctuary, Inc. with his wife Susan Lee. The Sanctuary helped to find founds



for dogs, cats, hamsters, guinea pigs, rabbits, parakeets, cockatiels, ferrets, doves, and various other animals. He retired from many good years of sailing on September 1, 1998. He is survived by his wife who had to close the Sanctuary after Brother Hurley's death, but who still dedicates a webpage to his memory.

NATHANIEL JOHNSON

Nathaniel Johnson passed away on June 2, 2010 at the age of 81. He was a resident of Oakland, CA. Not much is known about Brother Johnson. He retired on October 1, 1996, and is survived by his wife Jerrie.

THEODORE "TED" JONES



Theodore Jones passed away on August 31, 2010 at the age of 80. He was a resident of Lebanon, MI. He graduated from Lebanon High School in 1948. Brother

Jones served in the US Navy prior to the Korean War. After his discharge he moved to Peoria, Illinois, and worked as a machinist for several years. He then entered the Merchant Marine and last sailed as a 2nd Assistant for Lykes Brothers aboard the ALMERIA LYKES. He is survived by three brothers: Howard Jones, and his wife, Neva; Larry Jones; and Richard Jones, and his wife, Carol; a number of nieces and nephews; and many other relatives and friends.

ARNOLD KUUSIK

Arnold Kuusik passed away on September 4, 2010 at the age of 90. He was a resident of Yountville, CA and resided at the Veterans Home of CA. Brother Kuusik last sailed aboard the AMERICAN VETERAN for U.S. Lines in May 1985. He retired on January 1, 1986.

MARK R. LOWELL

Mark Lowell passed away on October 9, 2010 at the age of 54. He was a resident of Atlantic Beach, FL. Brother Lowell He graduated from New Milford High School (NJ) in 1973 and the Calhoun MEBA Engineering School in 1979. He last sailed with Horizon Lines aboard the HORIZON DISCOVERY as a 3rd Assistant. He retired on August 1, 2008 after 20 years of dedicated service. He is survived by his parents Lloyd and Lorraine Lowell; and siblings Brain, David, and Eini Lowell.

JESSE E. MARTIN

Jesse Martin passed away on February 9, 2011 at the age of 80. He was a resident of Keystone Heights, FL. He was a born and raised in Jacksonville, FL. Brother Martin served in the U.S. Army. He last sailed as a 3rd assistant aboard the SEALAND CHALLENGER in July 1993. He retired on October 1, 1993. He was also a member of the Scottish Rite Temple & the Masons, Arlington Lodge. He is survived by his wife Edna; children, Harrold, James, Don and Larry Martin, Brenda Rawlings, Debbie and Jennifer Martin; numerous grandchildren, great-grandchildren and great, great-grandchildren.

JONAS W. MCCARTHA

Jonas McCartha passed away on August 18, 2006 at the age of 88. He was a resident of Gilbert, SC. Not much is known about Brother McCartha. He was a radio operator, and was last employed with Farrell Lines aboard the EXPORT FREEDOM in 1983. He retired on March 1, 1984 after many successful years at sea. He is survived by his wife Dorene.

JOHN R. MCNEILLY



John McNeilly passed away on January 24, 2011 at the age of 59. He was a resident of Slidell, LA. Brother McNeilly passed after fighting a long battle with

lung cancer. He last sailed as a Chief Mate with Keystone aboard the M/V CAPE KENNEDY. After many fruitful years at sea he retired on February 1, 2009. He is survived by his wife Tara, and daughters Brooke and Brittany.

ANTHONY G. MEIGHAN

Anthony Meighan passed away on August 14, 2010 at the age of 62. He was a resident of Renton, WA. Brother Meighan last worked as a Chief Engineer with Matson aboard the SS LIHUE in July 2001. He retired after

a productive career on March 1, 2002. He is survived by his wife Aurora, and children Monica and Lawrence.

VARNEY D. MILNER

Vareny Milner passed away on August 15, 2010 at the age of 91. He was a resident of Wellington, FL. He was formerly from Levittown, NY. Brother Milner was a WWII veteran, he served in the U.S. Navy from 1939 to 1945. He was stationed on the USS INTREPID from 1943 to 1945. In 1947, he received his Merchant Marine license and began sailing SS AMERICA in 1950. He retired as a Chief Engineer on January 1, 1979. He then became involved in showing Quarter Horses and won many awards including several Grand Champions. He was predeceased by his first wife, Marilyn Halpern Milner in 1959. He is survived by his second wife Claire, and children Vareny Milner II and Marcie Stout, and many other friends and family.

MICHAEL L. OREM



Michael Orem passed away on December 20, 2010 at the age of 63. He was a resident of Springfield, VA. Brother Orem graduated from the Calhoun M.E.B.A.

Engineering School in March, 1978, Group 56. He sailed almost twenty years in the union on steamships, motor vessels and LNG carriers. He worked sailed with American Ship Management in 1998. He retired on December 1, 1999 and took a disability pension due to declining health. Those who sailed with him considered themselves lucky to work with a shipmate who always willing to do more than his fair share of the workload and spread a bit of humor around the vessel. He was a good machinist and often tinkered with his metal lathe in the basement of his home. He enjoyed hunting, fishing, boating, and marksmanship. He is survived by his wife Ruth, brother Robert, and daughter Dierdra.



JAMES B. OTTESEN

James Ottesen passed away on February 24, 2011 at the age of 85. He was a resident of Baltimore, MD. Brother Ottesen last sailed with Waterman S.S. aboard the ROBERT E LEE in May 1988. He retired from a productive career on January 1, 1989. He was predeceased by his wife Gladys in 2008, and is survived by his daughter Carol Callahan.

JOSEPH A. PAGANO

Joseph Pagano passed away on August 17, 2010 at the age of 96. He was a resident of Pleasantville, NY. Not much is known about Brother Pagano. He retired on June 1, 1976. He was predeceased by his wife Mary in 2007, and is survived by his son Joseph.

ANTONIO POLLUTRO



Antonio Pollutro passed away on January 19, 2011 at the age of 96. He was a resident of Staten Island, NY. As a boy he worked on local farms, milking

cows and caring for horses, and graduated from Gaines High School in 1931. Brother Pollutro joined the Civilian Conservation Corps, and moved to Niagara Falls, New York. He then joined the Merchant Marine. He became a Chief Engineer and worked for several shipping companies. During WW II, he served aboard many vessels sailing through enemy-controlled seas; he narrowly missed being torpedoed by German ships on multiple occasions. He last sailed in August 1971, and retired on April 1, 1972. After that he worked for ten years as a stationary engineer at the former St. Vincent's Hospital, in West Brighton. He is survived by his wife Irene and daughters Deanne Frew and Christine Naltove.

FREDRIC D. ROE

Fredric Roe passed away on August 8, 2010 at the age of 67. He was a resident of Olympia, WA. Not much is known about Brother Roe. He worked as a radio operator and last sailed with Sealand on the SEALAND EXPEDITION. He retired on March 1, 1994. He is survived by his children Erik, Felice, and Kathy.

ROBERT M. SIMPKINS

Robert Simpkins passed away on August 15, 2010 at the age of 76. He was a resident of Katy, TX. Brother Simpkins last worked with Sealand as a port engineer. He retired on March 1, 1994 after a successful career. He is survived by his beloved wife Grace, and children Dona and John.

WALTER M. SPERL



Walter Sperl passed away on May 12, 2010 at the age of 93. He was a resident of Juneau, AK. He graduated from Benson Polytechnic

High School and then worked as a machinist and tool/die maker in the Bremerton, WA shipyards until the end of WW II. He moved to Juneau in 1946, and worked for Northern Commercial Company until taking over the mail-run on the Yakobi. He enjoyed hunting, fishing and boating. Brother Sperl excelled as engineer on the first AMHS ferry, the MATANUSKA, in 1963, and moved up to help design the M/V LECONTE. In 1984 he retired holding the position of Chief Engineer. Walter was preceded in death by his parents, brothers Conrad and Harry; and son, Donald Walter Sperl. He is survived by his wife Clara Sperl; sister, Anita Stogstill; children David (Ann) Sperl, Dennis Sperl, and Moretta (Keil) Rieger; and many grandchildren and great-grandchildren.

ALEX STOTHART



Alex Stothart passed away on November 19, 2010 at the age of 61. He was a resident of in Houston, TX,

Sacramento, CA, and New Zealand. He graduated from Highlands High School in 1967, was an honor student at California State University, Stanislaus where he received his B.S. degree and attended the University of Portland in the state of Oregon for his masters. In Portland Brother Stothart worked part-time for the city managing the upgrading and retrofitting of the city's reclamation centers and learned the art of welding. He was also employed by Dellingham International as a welder in the Portland shipyards and within a year set sail on his first voyage as the ship's chief welder. After that Brother Stothart purchased a fishing vessel to fish for king crab in the Bering Sea, the vessel sank and Alex and his crew were rescued at sea. Brother Stothart then joined the Merchant Marines and held the rank of Captain with primary responsibilities in power plant management. He retired in the 1990's. He is survived by his wife, Denise; siblings, Kay Carlile, Maria Totoro, Will Stothart; and many cousins, nieces and nephews.

ALBERT TROJAN

Albert Trojan passed away on August 11, 2010 at the age of 94. He was a resident of Reno, NV. Brother Trojan last sailed as a 2nd Asstiant aboard the SS SANTA MARIA with Delta SS in December 1980. He retired on February 1, 1981. He is survived by his beloved wife Maria and children Sandy and Luis.

PETER WICK

Peter Wick passed away on July 30, 2010 at the age of 84. He was a resident of Bristol, RI. Not much is known about Brother Wick. He retired on March 1, 1967 after a productive sailing career. He is survived by his wife Monica.

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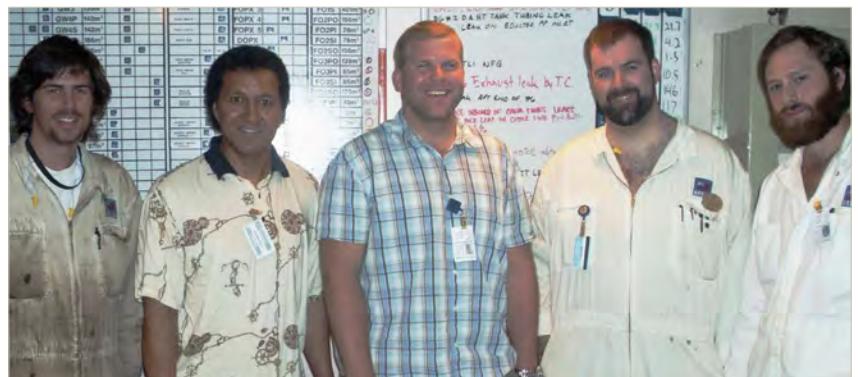
Working hard aboard the **LIBERTY SPIRIT** are (from left to right) 3rd A/E Ted Jacobites, Eng. Cadet Kugen Palanisamy, 2nd A/E Greg Jackson, C/E John Nichols, Eng. Cadet Steven Thatcher, and 1st A/E George Perkins.



Hang Loose Combo - Tony Macatiag (left) took a 28 day leave of absence from his 2nd A/E assignment aboard the **S/S MAUI**. He was relieved by his son Jeff Macatiag (right) in Honolulu.



Derek Burns Day Engineer in the shop of the **MAHI MAHI**.



Taking a break aboard the **NCL-A PRIDE OF AMERICA** are (left to right) 3rdA/E Nicholas Sullivan, Honolulu Rep. Luke Kaili, 2ndA/E Matt Stempleski, 1st A/E Patrick Calder, and 3rd A/E Adam Smith.