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Note: The next edition of the Marine Officer is our Special Election Issue, which is published every three years in August. This issue will only be mailed to M.E.B.A. members, applicants and retirees. The Marine Officer schedule will resume as normal in October.

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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.

San Diego’s NASSCO shipyard recently completed the latest M.E.B.A.-crewed Military Sealift Command supply ship, the USNS CHARLES DREW. The vessel honors the African American surgeon and hematologist who pioneered procedures for the safe storage and transfusion of blood. (Photo courtesy of NASSCO Shipyard)

When MLL vessels call in Port Elizabeth NJ, they often request that a team of M.E.B.A. engineers perform needed ship maintenance. The MAERSK IOWA recently passed through and engaged a team of M.E.B.A.’s finest in order to change out a main engine fuel oil pump. Pictured from left to right (standing) are M.E.B.A. Day Engineers Ed Wiessmeyer and Don Raffaniello, C/E Mike Pride and 1st A/E Russ Johansen. Kneeling is Night Engineer Richard Adams.

On the OVERSEAS LOS ANGELES, an OSG tanker, members pose for this photo in the engine control room during a visit by the Oakland Rep. Christian Yuhas. Left to right are 1st A/E Nathan Williams, 3rd A/E Brian Brady, C/E Jeff Pillard and 2nd A/E Norvin Castillo.

On the COVER

Oakland Rep. Christian Yuhas on the left with Anthony Poplawski, President of the Marine Firemen’s Union with the main transformer for the “Cold Iron” system being installed on the APL Marine Services vessel APL PHILIPPINES back in February.

Aboard the OSG tanker OVERSEAS LONG BEACH in Martinez, CA are (l-r) 1st A/E David Fiala, 3rd A/E Curry Kirkpatrick, C/E Richard Butzen and 2nd A/E Ron Smith.
An Open Letter to the Membership

This will be my final letter before the self-imposed, election-season blackout in the Marine Officer takes effect. Thank you for the opportunity to serve as your president for the last two and a half years and as the Atlantic Coast Vice President for the six years prior. I am proud of what my administration accomplished, and what we continue to accomplish, on behalf of all M.E.B.A. members. Today, members' livelihoods are more secure, the M.E.B.A. is stronger, and organized labor in America is in resurgence.

In 2006, faced with a growing deficit resulting from insufficient contributions to the Medical Plan and the Plan's expenditures, the Union agreed to a mandatory 1% contribution of gross wages. At the time, this contribution was necessary to ensure that quality healthcare for M.E.B.A. members and retirees remained available. Since the 1% contribution was imposed, the M.E.B.A. changed eligibility requirements, reduced some benefits, and increased retiree contributions. As a result of these changes, the Medical Plan is solvent. This April, I bargained with M.E.B.A. employers to eliminate this contribution. Therefore, effective July 1, 2010, members will no longer see the mandatory contribution deducted from their paychecks. Keeping all the M.E.B.A. Plans healthy has always been a priority of mine; but once the Plans are secure, my priority is to put money back in members' pockets.

Last month, the referendum on the True National Shipping Card ended. Thank you to everyone who voted on the issue. The referendum passed, the Shipping Rules were amended, and the M.E.B.A. moved closer to operating as a true National Union. From now on, members can bid on a job in a hall other than where they registered without having to report to the original hall to transfer their card. The change cuts out an unnecessary step that inconvenienced members, saves them money, and enables members to more efficiently pursue work opportunities.

As I write this letter, the Financial Review Committee is conducting its review of the District's finances. The committee will report that in 2009, the M.E.B.A. operated at a surplus of well over a million dollars for the first time in years. Our surplus was created mainly by reducing District expenses. Some of the cuts, like slashed legal bills, were commonsense. Other measures included hall closures, reduced staffing, shared halls with the MM&P and a reduction in travel and overhead expenses. These adjustments were painful but necessary. Going forward, the M.E.B.A. will spend its money smarter; we must focus on job growth and job preservation in order to ensure that the Merchant Marine officer's livelihood remains viable and rewarding.

The M.E.B.A. serves a variety of functions in members' lives. For some, the M.E.B.A. is a source of economic stability in a time of great economic change. Others look to the Union to protect fundamental rights we enjoy as American citizens and members of a labor organization. For other members, the M.E.B.A. is a source of fellowship and brotherhood. Regardless of what brought you to this organization, all M.E.B.A. members are united by a sincere desire to see our Union prosper for generations to come. With this common purpose firmly in place, the M.E.B.A. stands ready to continue to grow stronger, represent members better, and secure our way of life.

No member represented these ideals more than Executive Vice President Mike Nizetich. My thoughts and prayers go to his family and friends. Mike will be sorely missed.

In Unity and Friendship,

Don Keefe
Mike Nizetich  
Oct. 29, 1961 – May 5, 2010

The M.E.B.A. is mourning the loss of our Executive Vice President who passed away in L.A.’s City of Hope hospital.

President Don Keefe issued a statement to the Union halls saying, “A wonderful father, husband and friend, Mike Nizetich was a good person fighting a terrible disease. 48 years old is too young to die and our hearts go out to his wife Cindy and two children, Max (12) and Nadia (14).”

His untimely passing is painful for us but perhaps we can better soothe ourselves by emulating some of the qualities that made Nizzy such an upstanding person, labor stalwart and an effective official. He had an easygoing and unassuming nature and a single-minded dedication to furthering the fortunes of the M.E.B.A. membership and doing what was right – without playing politics or boosting his own ego.

A San Pedro native, Mike was a second generation member, the son of an M.E.B.A. tugboat engineer. He was a graduate of the Calhoon M.E.B.A. Engineering School who sailed out of the L.A. hall for 16 years for a variety of shipping companies. In 2002, he was elected as the Union’s L.A. Patrolman and won a second term three years later. Mike became the Branch Agent in L.A. in 2006 following the retirement of Al Camelio. His dedication and hard work made him the logical choice to take over as Executive Vice President in late 2008. Mike was committed to the labor movement, active in his community and dedicated to his family.

As this sad news sinks in, please keep your thoughts and prayers with Mike and his family. Remember him as a true Union brother and a good person who deeply cared about the membership. Rest in peace Nizzy.

Cindy said that Mike wanted to encourage people to donate blood.
P.A.F. Program Gaining Steam

2010 P.A.F. Contributors Eligible for T-Shirt

Those who contribute at least $100 to the M.E.B.A. Political Action Fund this year (Calendar Year 2010) can receive a special edition U.S./Union T-shirt with a “cool” looking M.E.B.A. P.A.F. image on the back. The T-shirt form has been sent to the Union halls and has been posted on the M.E.B.A. website (www.mebaunion.org). Those eligible who don’t have the form can still claim a shirt by forwarding certain details by e-mail to Editor Marco Cannistraro at editor@mebaunion.org (Attn: P.A.F. Power). We need your name, mailing address, regular e-mail address and phone number. Shirts come in Black, Navy Blue, and White – so specify the color you want and indicate the size: Small, Medium, Large, XL or 2XL. We’ll ship you a shirt after a quick P.A.F. verification. Contributors can also mail their information requesting a shirt to M.E.B.A. Headquarters, Attn: P.A.F. Power, 444 North Capitol Street, N.W., Suite 800, Washington D.C. 20001. Remember, you qualify by contributing at least $100 during 2010.

If you’ve never contributed to M.E.B.A.’s P.A.F. this is the time to begin! The program promotes the concerns of M.E.B.A. members through legislative and political activities and gives the Union a voice when important maritime policy is made. It helps keep the M.E.B.A. strong!

If you have contributed at least $100 this year by way of Dues Check-Off, stand-alone contribution or other P.A.F.-authorizing program, then you should fill out the form at the Union hall or forward the relevant information to M.E.B.A. Headquarters by fax or e-mail.

P.A.F. authorization forms are available at each of the M.E.B.A. Union halls and offices for those who wish to sign up for this important program.

P.A.F. Rewards Program

Members who contributed to M.E.B.A.’s Political Action Fund during Calendar Year 2009 may have commemorative “thank you” awards coming to them. Special keepsake gifts are annually distributed to those who help strengthen the P.A.F. Three different levels of specially-produced challenge coins are given to $100 and above, $250 and above and $500 and above contributors. A new challenge coin has been created especially for 2009 contributors. Those who contribute over $1,000 receive all three coins and have their choice of a his or hers M.E.B.A. watch, a Meat Lover’s steak knife set, or a great M.E.B.A. multi-tool/mag-lite set.

Every dollar helps. To guarantee the future of your Union, please contribute to the M.E.B.A.’s Political Action Fund!

The P.A.F. helps give the M.E.B.A. a voice when important legislation and regulations affecting U.S. mariners are being developed. At a meeting in M.E.B.A. Headquarters are M.E.B.A. Secretary-Treasurer Bill Van Loo, Congressman Rick Larsen (D-WA) and M.E.B.A. President Don Keefe.

The back of the new M.E.B.A. P.A.F. T-shirt. It comes in black, navy blue or white. The front has a Union logo on the left chest area. Contribute at least $100 this year and get your own.
**Order of Magellan ($1,000 and above)**

- Dustin Skala
- Jon Anderson
- Edgar Pacana
- George Greenig
- Mathew Sneed
- Terry Miles
- Charles Lacour, Jr.
- Robert Ohler
- Tint Swe
- Nicholas Sermoneta
- Frank Berner
- Woodward Garber
- Kurt Landwehr
- Neil Holmgren
- Paul Galvin
- Daniel Kelley
- William McHugh
- James Nolan
- Daniel Collinsworth
- Henry Terry
- King Neptune
- William Moreno

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

- Dana Woodruff
- Joseph Padula
- Eric Berndt
- Robin Hirth
- Robert E. Mills
- Eben Samuelson
- Thomas McKinzie
- Andrew MacDougall
- Charley Edwards
- Louis Ludwig
- Brett Jordan
- Michael McFeeley
- Larry James
- William Thomson
- Enrico Butler
- John Langley
- George Torrey
- Ralph Dasha
- John Burress
- Neil DiPaola
- James Dodson
- John Durant
- Kenneth Levan
- Douglas R. Rigg
- James Buttafuoco
- Daniel Loebel
- Christopher Butler
- Bruce Westlake
- Matthew Shulick
- Stephen Roderick
- Erik Cote
- Stephen Haine
- Robert Ring
- Keith Turcotte

**Shellback Level ($250-$499)**

- Robert Dance
- Charles Norval
- Gary Lederbetter
- Joseph Mata
- Darrell Keaton
- Gary Trigueiro
- Joseph Crell
- Alfredo Benitez
- Frank James
- Frank Haunfelder
- Benny Dziezic
- James Myers
- Frank Michalski
- Anna Bautista
- Joel Atwood
- Gary Ness
- Steven Walker

**Polywog Level ($100-$249)**

- David Trovato
- Lorenzo Padilla
- Cristobal Jaquez
- Lars Flink
- Albert Elias
- Robert Bell
- Marcine Langley
- Michael McClinton
- William Ayres
- Robert Cruise
- Hugh Curran
- Michael Krause
- Marc Townsend
- Steven McMuller
- Ole Nilsen
- John Slaght
- Ramon Sunga
- Wayne Wilson
- Kenneth W. Ewell
- James Curran
- Robert Laws
- Thomas Lynch
- Joseph D. Barbacane
- Joseph Rowley
- Michael Collinsworth
- Kevin Cross
- Thomas Tompkins
- Jeffrey Minarik
- Bruce Cooper
- Ben Meucci
- Alan Whiting
- Dale Martinussen
- Beddie Bonner
- William Francis
- Stephen E. Smith
- Fernando Salvador
- Peter Sullivan
- Charles Holliday
- Carl Page
- Robert Stapleton
- Jack Jackson
- Timothy O’Donnell
- Andrea Pizzorni
- Scott Seifart
- Peter Jorgensen
- Geoffrey McFarland
- Christopher Tosa
- Jurij Novozilov
- Joseph Brady
- Herbert L. Zilla
- Christopher Myers
- David Weiner
- Arni Foss
- Arnoldo Guerra
- Gaylon Hurlston
- Matthew Thatcher
- Thomas Ferguson
- Stevin Byrd
- Joseph Knochel
- William Dunn
- Roger Hanson
- Theodore Marvin
- Phyllis Prokopich
- Robert McMahon
- Thomas Brown
- Andrew MacDougall
- Charley Edwards
- Louis Ludwig
- Brett Jordan
- Michael McFeeley
- Larry James
- William Thomson
- Enrico Butler
- John Langley
- George Torrey
- Ralph Dasha
- John Burress
- Neil DiPaola
- James Dodson
- John Durant
- Kenneth Levan
- Douglas R. Rigg
- James Buttafuoco
- Daniel Loebel
- Christopher Butler
- Bruce Westlake
- Matthew Shulick
- Stephen Roderick
- Erik Cote
- Stephen Haine
- Robert Ring
- Keith Turcotte

**Political Action Fund Honor Roll**

- Michael Collinsworth
- J. Tramel Evers
- Mark Collins
- Bruce Westlake
- Thomas R. Mabry
- Daniel Loebel
- Christopher Butler
- William Glenn
- Robert St. George
- Peter W. Stetler
- Helen W. Joseph
- William G. Swain
- Robert W. Frist
- James R. Beatty
- Donald Johnson
- William W. Dobson
- Ralph Dasha
- William R. Schaefer
 Members Welcome in True National Shipping Card System

M.E.B.A.’s utilization of a National Shipping Card system went into effect in early April, two weeks after members overwhelmingly adopted the change to the M.E.B.A. Shipping Rules by way of a 90-day referendum vote. The new system simplifies how members ship out and eliminates paperwork previously required when seeking work at an M.E.B.A. hall different from his or her hall of registration.

Previously, a member wanting to get work out of another hall had to first go to his or her port of registration to fill out paperwork and secure copies to bring to the second Union hall. After traveling to the second hall, the registration process would begin anew before the member could seek work. The new simplified transfer system spares the paperwork at the member’s hall of registration and allows the member to travel directly to the hall where they wish to ship out – thus saving them additional travel and expense. Approximately 73% of the votes during the Referendum period favored a National Shipping Card.

“This allows needed flexibility for our hardworking members and ushers in a more efficient system suitable for a national union,” M.E.B.A. President Don Keefe ascertained. “This is something I’ve been working towards since I came into office and I’m gratified by the almost 3 to 1 vote in its favor.”

The recent change approved by members in March and implemented on April 1 does not alter the Rules in regards to Night Card work. Rule 12 of the Shipping Rules states, “No one shall be registered on the Port Relief List in more than one port at the same time.” Members can only have Night Cards in one port at a time.

Several internal changes to adopt the system were made that will also help increase transparency. On a weekly basis, M.E.B.A. halls must forward a report with the number of Group I, Group II and Group III members and applicants who have registered or shipped. The list is updated weekly. However, the national shipping list will continue to be published monthly.

A seven-person rank and file committee was elected by members at the March meetings to travel to Washington D.C. to oversee the counting of the ballots. The Tallying Committee joined the independent arbitrator to ensure the accuracy of the count. Bill Cadden (New York) chaired the Committee that included Dave Nashif (Seattle), Tom Bands (Baltimore), Tim Smith (Houston – Recording Secretary), Jim Rowe (Oakland - Alternate), Mark Collins (New Orleans - Alternate) and Martin Wolf (Los Angeles).

The following language was excised from the M.E.B.A. Shipping Rules to accommodate the new system.

12. b) No one shall be registered on the National Shipping List in one Port and registered on the Port Relief List in a different Port.

16. c) Officers must obtain clearance from the Branch or Port in which they are registered prior to being referred to any other Branch or Port, provided, however, that such clearance may be withheld when deemed in the interest of the District.

16. f) Officers may transfer their National Shipping Registration card from one Port to another provided that they are personally in the hall to which they are transferring. All responsibilities and costs for the transferring of their National Shipping Card shall be borne by the officer.
D-1, PCD M.E.B.A. Notice of 2010 Nominations and Elections

PLEASE TAKE NOTICE that, pursuant to the By-Laws of District No. 1-PCD, M.E.B.A., an election for District-wide offices and jobs will be held this year. Ballots will be mailed to all members September 1, 2010, and should be returned to the designated depository by November 30, 2010.

The period during which nominations shall be made will commence on June 7, 2010. To be timely, nominations must contain the information specified in Article 10, Section 1 of the District No. 1-PCD, M.E.B.A. By-Laws and must be received by July 9, 2010. Only nominations received during this period will be accepted and forwarded to the Credentials Committee.

ELECTED OFFICES AND JOBS

Branch Offices will be maintained in the following ports consistent with the provisions of District No.1-PCD, M.E.B.A., By-Laws: New York, Baltimore, New Orleans, Houston, Los Angeles, San Francisco, and Seattle. Also, the By-Laws provide that Branch Agents and Headquarters Officers shall be ex-officio delegates to National Conventions. Eleven additional Representatives as Delegates to the National M.E.B.A. Convention (for a total of twenty delegates, including ex-officio delegates) shall appear on the ballot in the referendum election of 2010 of District No.1-PCD, M.E.B.A..

Representatives to the National Convention, as indicated below, shall appear on the ballot in the referendum election in 2010.

As was the case in the most recent District election, the following offices for election shall appear on the ballot in the referendum election in 2010 of District No.1-PCD:

HEADQUARTERS

President, Representative to National M.E.B.A. Convention and National Vice President.

Secretary-Treasurer and Representative to National M.E.B.A. Convention.

PORT OF NEW YORK

Branch Agent, Vice President, Atlantic Coast and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF BALTIMORE

Branch Agent and Representative to National M.E.B.A. Convention.

PORT OF NEW ORLEANS

Branch Agent, Vice President, Gulf Coast, and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF HOUSTON

Branch Agent and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF LOS ANGELES

Branch Agent and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF SAN FRANCISCO

Branch Agent, Executive Vice President, and Representative to National M.E.B.A. Convention.

Patrolman.

PORT OF SEATTLE

Branch Agent and Representative to National M.E.B.A. Convention.

Patrolman.

REPRESENTATIVES TO THE NATIONAL M.E.B.A. CONVENTION

Eleven (11) additional Representatives as Delegates to the National M.E.B.A. Convention shall appear on the ballot.

IMPARTIAL ADMINISTRATOR

The American Arbitration Association shall conduct the election and act as impartial administrator of the District No. 1-PCD election of 2010 of Officers, Branch Agents, Patrolmen, and Delegates.

INSTRUCTIONS FOR SUBMITTING NOMINATIONS:

Any member may submit his or her name for nomination for a District office, job, or additional Convention Representative by delivery in person, courier or any such service that provides a certified time of receipt to both parties, a letter or nomination form addressed to the Credentials Committee, c/o the District President, District No. 1-PCD, M.E.B.A., 444 North Capitol Street, NW, Suite 800, Washington, DC 20001. The letter or form shall be dated and contain the following information:

Continued next page
1. The full name of the candidate and, if he/she wishes, any special name to appear on the ballot.

2. His/her home address and mailing address.

3. The number of his/her last dues receipt and the name of the Branch where he/she last paid his/her dues.

4. The title of the office or other job for which he/she is a candidate, including the name of the Branch in the event the position sought is that of Branch Agent or Patrolman.

5. Evidence of employment for appropriate years.

6. The letter must also have attached to it a certificate in the following form signed and dated by the proposed nominee:

I hereby certify that I am not now, nor for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

(Signature of Member)

Dated:

ELIGIBILITY REQUIREMENTS FOR SUBMITTING NOMINATION FORMS

2010 Election Nomination Forms are available at all M.E.B.A. offices. A member is eligible for nomination to and election as a full time and paid elective official provided he or she is at the time of nomination and election a member in good standing and [1] has been a member of the National Marine Engineers’ Beneficial Association or of an organization which has duly affiliated with the National Marine Engineers’ Beneficial Association and District No. 1-PCD, M.E.B.A. for one year immediately preceding the date of closing of nominations; [2] has either 180 days of employment, including days of vacation, employed with a company covered by a collective bargaining agreement with the Union in each of any two full calendar years of three calendar years immediately preceding the closing date of nominations or equal time served as full-time and paid elected or appointed official of the National Association or District No. 1-PCD, M.E.B.A. or any organization which has duly affiliated with the National Association or equal time served in the employ or on behalf of one or more of any District’s Plans.

Eligibility will be determined by the Credentials Committee in July, 2010. The election will be conducted by the American Arbitration Association as Impartial Administrator.

ELECTION NOTICES

A special issue of the Marine Officer will be published in August 2010. Each candidate for office may submit a passport-type photograph along with a campaign statement of up to 400 words. The statement should be designed to promote, educate and inform M.E.B.A. members about a candidate’s qualifications and background. In order to be printed in the Marine Officer special issue, each candidate’s statement and/or photograph must be submitted with the nomination. Policies and platforms may be included but profanity or personal attacks on candidates for any office will not be accepted for publication.

Any questions regarding nominations or elections must be submitted in writing to District No. 1-PCD, M.E.B.A., 444 North Capitol Street, NW, Suite 800, Washington, DC 20001-1570.

Again, nominations must be received at M.E.B.A. Headquarters between June 7, 2010 and July 9, 2010. Only nominations received during this period will be accepted and forwarded to the Credentials Committee. Please refer to the Union’s Constitution and By-Laws for complete information. It is strongly encouraged that candidate photos and statements be submitted in electronic format (e.g., on disc or memory stick) along with the necessary paperwork.

The next edition of the Marine Officer will be the “Election Issue” published in August. This special edition, released every three years during M.E.B.A.’s election cycle, will be dispatched only to M.E.B.A. members, applicants and retirees. Exceeding requirements set by Section 401(g) of the Labor-Management Reporting and Disclosure Act of 1959 (“Landrum-Griffin”), the Fall 2010 issue (which falls during the election period) will not carry images of or mention by name any candidate for M.E.B.A. elected office.
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Make Sure You Update Your Info with HQ

Be sure to inform Headquarters if you have recently changed your contact information. There is an address change form on our website to help expedite the process. You can get the form in either a .pdf or a Word document from www.mebaunion.org. Under the “Members” tab click “Address Change.” Address changes require a signature for validation along with your new information. The form can be printed out by the member or retiree, filled out completely with a signature and faxed or mailed to Headquarters. Those of you with scanners can complete the document with your signature then scan and e-mail it back to us.

Those active and retired members who have not received mailings from Headquarters such as the Marine Officer or other important information may want to log onto our website to clarify their address. Because the M.E.B.A. Plans office in Baltimore and Headquarters databases are NOT linked, you must also forward a signed change of address form to the Plans Office if you wish to update your information with them.

M.E.B.A. members are encouraged to support this important cause. The Fund is used to help active and retired members and their families in times of crisis. It proved very helpful following Hurricane Katrina when money from the Fund aided members in their recovery from the devastating aftermath of the storm. Strengthening the G&W will allow additional support to members and retirees in their time of need. Even if you don’t win, you can feel good that you are helping other M.E.B.A. members and retirees get back on their feet. Buy a block of tickets today!

50/50 Raffle to Assist M.E.B.A. G&W Fund

The Good & Welfare Committee is sponsoring a 50/50 Raffle to give a boost to the G&W fund. 5,000 tickets have been printed and are available at Union halls for $2 apiece. The winner will receive 50% of the proceeds (as much as $5,000!!) with the other half going to the Fund.

The raffle is open to anyone who wants to purchase a ticket. The drawing will be held on August 3rd and will take place at the Baltimore/Calhoon School meeting. Ticket holders do not need to be present at the drawing to win. Every ticket that you sell puts another dollar into the Good & Welfare Fund.

Aker Philadelphia Shipyard recently wrapped up work on the OVERSEAS MARTINEZ, a ship owned by American Shipping Company. It is bareboat chartered by OSG Shipholding Group and time chartered to Tesoro Maritime Company. Importantly, it is crewed up with expert M.E.B.A. officers.

M.E.B.A. engineers readied the OSG-chartered tanker OVERSEAS MARTINEZ for its maiden voyage in Alaska. On the vessel while at the Aker Shipyards are (l-r) assistant engineers Keith Deirup and Bob Fauvell with Chief Engineer Bill Bacon.

Congresswoman Betty Sutton (D-OH) was recently named 2010 Great Lakes Legislator of the Year by the Great Lakes Maritime Task Force (GLMTF). Left to right are GLMTF & Lake Carriers’ President James Weakley, ILA’s Great Lakes District President John Baker, Jr., M.E.B.A. Cleveland Rep. Torey Zingales, Rep. Sutton with her award, AMO’s Don Cree, the Steelworkers’ Tim Buxton and Interlake President Mark Barker.

M.E.B.A. Team Helps Discard Egregious Maritime Proposals in Washington State

Our M.E.B.A. team in Seattle, including officials and lobbyist Gordon Baxter, successfully followed through on efforts to
smite out a series of damaging maritime proposals that had been gaining ground in the Washington State legislature. A State Senator had forwarded an anti-Jones Act provision under the guise of cutting costs in the Washington State Ferry system. It would have removed Jones Act coverage of injury claims for State maritime employees – and instead routed them through workmen’s compensation. In addition, the State Senate bill would have gutted the Marine Employees Commission (MEC), the agency that processes grievances for the WSF unions and provides arbitration services, a system that has worked well for many years.

Through the vigilance of our M.E.B.A. team – also assisted by Chief Counsel Nils Djusberg in Washington D.C. – enough exertion was mustered to get those provisions confiscated from the final bill put before the Governor for signature. This battle was also joined by MM&P, ILWU and IBU and was aided by the backing of the M.E.B.A. Political Action Fund. Though these measures were vanquished from the bill which addresses the management of ferry system costs, a Washington State lawmaker managed to tack on another appalling provision to the bill that went to the Governor eliminating ferry passes for employees, retirees, and family members at the end of the current collective bargaining agreements. The M.E.B.A. team realized their work was not done and an eruption of meetings and pointed phone conversations made sure that key lawmakers understood the despicable nature of this hastily scripted provision. Soon after, Governor Christine Gregoire signed the bill into law but vetoed the offending section of the bill dealing with ferry passes. She noted that “the issuance of ferry passes is a subject of collective bargaining and should be dealt with as part of the overall compensation package at the bargaining table, not singled out in legislation for elimination.”

Having weathered this storm and prevailed over those forces seeking to savage the working rights of our members sailing the ferries in Washington State, the M.E.B.A. team can breathe a sigh of relief -- for now. They remain on watch for when the next attack comes.

M.E.B.A. Picks Up Additional Vessel Following Maersk Ship Swap

Maersk Line Limited (MLL) removed the Maritime Security Program ship MAERSK CALIFORNIA from its fleet and replaced it with the RO/RO vessel ALLIANCE BEAUMONT. The BEAUMONT assumes MSP slot MA/MSP-96 previously held by the CALIFORNIA. MLL then transferred the MAERSK CALIFORNIA to Waterman Steamship Company as a replacement for the vessel MAERSK ARKANSAS under MSP slot MA/MSP-107.

In addition, MLL has taken over the operation of another RO/RO vessel under the M.E.B.A.-MLL Agreement. The ALLIANCE CHARLESTON was reflagged into the U.S. registry. This RO/
RO is operating without the benefit of MSP. M.E.B.A. officers crewing up the CHARLESTON included Chief Engineer Tom Young, 1st A/E Gualdino Fonseca, 2nd A/E Ahmed Ethesham, 3rd A/E John Minutillo and 3rd A/E Dan Murphy.

1% Medical Contribution Levied on Members is Eliminated!

Members can keep more of their hard-earned money now that Union officials sought and achieved the rescission of a mandatory contribution paid by members to help bolster the M.E.B.A. Medical Plan. M.E.B.A. President Don Keefe and Secretary-Treasurer Bill Van Loo negotiated with the employers present at April’s Trustees meeting and approved, through collective bargaining, to eliminate the 1% mandatory contribution currently paid by our members.

Four years ago, the Union agreed to have members contribute 1% of their gross wages and vacation pay to the M.E.B.A. Medical Plan – an action undertaken in conjunction with benefit plan reductions that Medical Plan Trustees had put in place. At that time, the 1% was implemented since Union and Employer Trustees were unsure that benefit reductions would be sufficient to keep the M.E.B.A. Medical Plan from becoming insolvent. The past four years have demonstrated that the benefit reductions alone would have been enough to bring the M.E.B.A. Medical Plan back from the brink. Now this defined contribution plan is currently running with a substantial surplus and continues to gain at an amount greater than the 1% represents.

New Pact with Chevron Shipping

M.E.B.A. officials, along with a rank and file team, sealed up a new deal with Chevron Shipping that brings new wage hikes and benefits over the next two years for members covered by the contract. The new pact was ratified by a very comfortable margin following the April counting of ballots mailed to bargaining unit members back in March. M.E.B.A. represents the 1st A/E, 2nd A/E and 3rd Assistant Engineers as well as the Second and Third Mates on Chevron’s U.S.-flag vessels. Among other things, the two-year deal includes wage boosts as well as increases in contributions to the M.E.B.A. Training Plan. M.E.B.A.’s L.A. Branch Agent Larry Young brokered
the deal with a team that included San Francisco Patrolman Jim Staats, San Francisco Representative Christian Yuhas and Dave Cash, who is a rank and file Chevron engineer. M.E.B.A. retiree Duncan Ballenger, a former Union official, delivered key input and assistance. Chevron was represented in the talks by Frank Lee (Human Resources Manning Manager, U.S. Fleet), John Brandt (Human Resources Analyst) and Melanie Davis (U.S. Manning Representative).

The Chevron ships crewed by M.E.B.A. officers include the MISSISSIPPI VOYAGER, CALIFORNIA VOYAGER, WASHINGTON VOYAGER, COLORADO VOYAGER and the OREGON VOYAGER.

GET YOUR PROMO ITEMS AT
ONLINE M.E.B.A. STORE

M.E.B.A. Document Holders are now available for order at the M.E.B.A. online store. These faux-leather booklets are embossed with the M.E.B.A. logo. They can hold all your important shipping documents such as your group shipping book, membership books, MMDs, TWIC Cards, credit cards, etc. This and other M.E.B.A. promotional products are easy to obtain with the addition of the new online shop. You can access it from our webpage www.mebaunion.org and click on the “Union Store” icon at top right. There are now eight items being offered for sale currently, including two kinds of t-shirts, logo hats and a steak knife set. There are also durable travel coffee mugs, pint glasses and nice golf visors. Click on “Apparel” “Accessories” or “Headwear” to view the full range of items. The prices were set not to make a profit, but to help cover the cost of the item and offset online store expenses. The main goal of the store is to allow our members to obtain logo merchandise and display it proudly.
Pay Your Dues!
The M.E.B.A. By-Laws state, “No member shall be entitled to any benefits of the Union or be considered in good standing unless his [or her] dues are paid up for the full current calendar quarter or paid in accordance with any dues checkoff system under any collective bargaining agreement maintained by the National or this District.”

According to our By-Laws, members who are not paid up on their 4th quarter dues by November 15, 2010 are not eligible to vote in the upcoming M.E.B.A. election.

In addition, any member or applicant two or more years in arrears on their dues and/or service charges will be put under review by the District Investigating Committee (DIC) and WILL BE DROPPED from the membership or applicant rolls. If you are in arrears and desire to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage to return to good standing. Members and applicants can make payments online now in a secure manner. Visit the M.E.B.A. homepage at www.mebaunion.org.

NOAA Contract for New Fisheries Survey Vessel
NOAA has awarded a $73.6 million American Recovery and Reinvestment Act contract to Marinette Marine Corp. for the construction of a new fisheries survey vessel. This new ship will dramatically improve NOAA’s ability to conduct surveys for fish, marine mammals and turtles off the U.S. West Coast and in the eastern tropical Pacific Ocean.

The vessel will be the fifth in a series of state-of-the-art Oscar Dyson-class ships built for the agency. Expert M.E.B.A. officers keep the NOAA fleet running smoothly. The ship will be equipped with a full suite of modern instrumentation for fisheries and oceanographic research, including advanced navigation systems, acoustic sensors, scientific sampling gear and extensive laboratories. The high-tech ship will also produce much less noise than other survey vessels, allowing scientists to study fish populations and collect oceanographic data with fewer effects on fish and marine mammal behavior.

Go to the CAA Reunion This Summer – It’s Tax Deductible
Calhoon Alumni Association President Mike Fanning has announced that the 2010 CAA Reunion will take place at the Calhoon School from June 25-27. The Harbourtowne Resort in St. Michaels, MD will be the site of the June 25th golf tournament that tees off a weekend of fun-filled events. The all-day picnic is set for Saturday, June 26th on the Manor House lawn at the School in Easton. As a reminder, fees forwarded to the CAA as part of this event are tax deductible.

Active and retired members and M.E.B.A. friends and families are encouraged to do themselves a favor and come on out! This weekend is for everyone in the M.E.B.A. family, not just graduates of the Calhoon cadet program. There will be wall-to-wall activities, food, fun and plenty of old friends and shipmates. Don’t miss it.

All details, event forms, donation forms, etc. can be found on the Alumni page of the School’s website at www.mebaschool.org. Please pass the word along to all friends, shipmates, and classmates (sailing or not). Questions and comments can be forwarded to Mike Fanning at caa2010@mebaschool.org.

Meeting Schedule

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Financial advice for MEBA Members

Former MEBA member and Financial Advisor Mark Buser, CFP®, will be on-site and available to answer your questions—both before and after the membership meeting—and to discuss:

- MEBA Pension
- MPB—Money Purchase Benefit Plans
- 401 (k)
- PERS
- Deferred Compensation

All meetings will take place at the local MEBA Union Hall:

**Seattle, WA**
August 2 & October 4 10 am - 4 pm

**Oakland, CA**
August 3 & October 5 10 am - 4 pm

**Long Beach, CA**
August 5 & October 7 10 am - 4 pm

Join us for a brief presentation on MEBA retirement plans, immediately following the meeting.

Serving West Coast MEBA Members since 2001.

Please call 866-989-2929 to reserve your time for a confidential meeting. There is no cost to MEBA members.

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www.JohnstoneFinancial.com

Investment product and services are offered through Wells Fargo Advisors Financial Network, LLC (WFAFN), Member SIPC. Johnstone Financial Advisors is a separate entity from WFAFN.
Navy Picks Up Option for Two More NASSCO-Built T-AKEs

NASSCO has been awarded an $824.6 million contract from the U.S. Navy for the construction of two more T-AKE dry cargo-ammunition ships. The contract provides full funding to NASSCO for the construction of T-AKE 13, the future USNS MEDGER EVERS, and T-AKE 14, the unnamed final ship of the Lewis and Clark class. In December 2008, NASSCO received a $200 million contract to purchase the engines and other long lead materials for these ships. NASSCO expects to deliver both ships to the Navy’s Military Sealift Command in 2012.

T-AKE Newbuild Update

San Diego’s NASSCO Shipyard is busy constructing the future USNS MEDGAR EVERS, the thirteenth ship of the U.S. Navy’s Lewis & Clark (T-AKE) program. The MEDGAR EVERS, to be crewed by expert M.E.B.A. engineers, is named in honor of the U.S. Army veteran and civil rights pioneer from Mississippi. The ship is scheduled to be delivered to the Navy in the second quarter of 2012. When it joins the fleet, the ship will be used primarily to stage U.S. Marine Corps equipment abroad by the Military Sealift Command.

NASSCO recently launched the USNS CHARLES DREW (T-AKE 10). The DREW is the tenth ship of the T-AKE class of dry cargo-ammunition ships. NASSCO began constructing the ship in October 2008 and is scheduled to deliver it to the MSC in the third quarter of 2010.

M.E.B.A., MM&P Continue Interest-Based Talks with MSC

M.E.B.A., MM&P and the Military Sealift Command conducted another round of interest-based bargaining negotiations (in lieu of traditional bargaining talks) in April at M.E.B.A. Headquarters.

The Military Sealift Command recently met with maritime union leadership to go over items of interest. Left to right are AMO President Tom Bethel, SIU President Mike Sacco, MSC Commander Rear Admiral Mark Buzby, M.E.B.A. President Don Keefe and MM&P Secretary-Treasurer Don Marcus standing in for President Tim Brown.


The talks were put together to streamline the existing Civilian Marine Personnel Instruction (CMPI) 610. Licensed labor and MSC management fully support this structural framework. The negotiations were meaningful productive and fair.

The parties believe these talks will result in streamlined and useful instruction that mirrors deep sea contract language pertaining to hours of work and premium pay. M.E.B.A. was represented by Government Fleet Representative Randi Ciszewski, Contracts Officer Mark Gallagher, Chief Engineer Ray Blanchett, 3rd A/E Jay Pierce, and 3rd A/E Briede Charbonnet. Randi also represented MM&P along with Capt. Randall Rockwood, Capt. David Gommo and Capt. Robert Jaeger. M.E.B.A. President Don Keefe thanked MSC Admiral Robert Wray and the MSC negotiating team for their collaborative efforts in advancing the concerns of our civilian mariners.
1. Are you MAXIMIZING YOUR MEBA BENEFITS?
2. What Investment Planning options are appropriate for you?
3. Are you on track for success in Retirement?
4. Is your family protected to the max?
5. Pension Distribution Options: Lump sum, Single life, 50% pop-up, and more. Which is best for you and your family?
6. Are you familiar with the NEW MEBA voluntary Long Term Care program with increased discounts?

To answer these questions and more you may request a free private consultation by contacting Michael McFeeley at 1-800-777-4798 or by email at Michael.McFeeley2@lfg.com. For more general information about the financial aspects you should be considering and Academy Financial, please visit: www.AcademyFinancialInc.com.

MY FOCUS
As a Mariner, we have unique issues, especially with time constraints and travel. If our schedules permit we could meet while you are attending classes at the MEBA School in Easton, Maryland. We are ideally located just north of the Baltimore plans office, where many of you will have to make one of the toughest decisions of your life, retirement. Otherwise we can set up a time on the phone to see where we can add value to your current situation. My focus is to provide advanced financial planning solutions for Merchant Mariners. At Academy Financial, we place a premium on relationship building, not product selling. I have already had the opportunity to meet and sail with many MEBA members and we realize the importance of having a trusted financial advisor that understands the world we live in and the opportunities available.

Log on to www.AcademyFinancialInc.com to find out if you are working your way up the Financial Hawse Pipe or if you have any questions about the MEBA Long Term Care Program, Contact Michael McFeeley at (800)-777-4798 or by email at Michael.McFeeley2@lfg.com.

“I take a service above self approach to help my clients obtain their financial goals and objectives for themselves, their families, and their communities.”

Michael C. McFeeley is a Registered Representative of Lincoln Financial Advisors, Corp.

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“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.”

**Finished with Engines**

**CHARLES EVERETT ANDERSON**

Captain Charles E. (Todd) Anderson, the husband of Dianne (DelDotto) Anderson, peacefully embarked upon his final voyage on Friday, April 30th after succumbing to complications from a bacterial infection. Charles attended Maine Maritime Academy where he received an officer’s commission in the U.S. Navy in 1961 as well as a Third Mate’s license. In 1968 at the age of 28 he attained his Coast Guard Master Mariner License, “any gross tonnage, upon oceans,” a license he held at the time of his death.

Over the course of his forty year career he sailed the world’s oceans and seas on passenger ships, freighters, container ships and LNG tankers, retiring as Master of the LNG GEMINI in 2000. The sea figured prominently in Toddy’s life. As a young boy, he could usually be found along the wharves and docks of Rockport, tending to his small skiff and a few lobster pots. Lobstering became a life-long passion which led Charles to build “Snow Squall,” his well-loved lobster boat, in his retirement. He fished lobsters commercially for the last 9 years.

On dry land, Charles enjoyed growing vegetables and had special interest in his collection of dwarf apple and citrus trees. As a ham radio operator he kept in touch with friends all over the world, WI1U over and out. A contrarian by nature, Charles was a man of contrasts: he was as comfortable at a five-star restaurant as he was at any of the waterfront “watering holes” he was known to frequent. Charles was equally fond of both classical music and 1950’s “doo–wop” tunes. He had a keen intellect, augmented by common sense and a “roll-up-the-sleeves-and-get-it-done” work ethic.

He was generous with his time and resources and was considered a loyal friend by many. He would want it said of him that he had done the very best he could with his life.

He belonged to the Boston Marine Society and the Council of Master Mariners. Charles was a member and past president of the Cape Ann Amateur Radio Club and an accredited volunteer examiner for the American Radio Relay League. Charles enjoyed memberships in the Elks, the Loyal Order of the Moose, the Gloucester Fraternity Club, the Veterans of Foreign War, Vittori Rocci Post #5, the D.E.S. Club and Pratt’s Cape Ann Vets. At the time of his illness he was Post Commander of the Doucette-Lingard VFW Post #1624 and a member of the United Veterans Council. Brother Anderson is survived by his wife Dianne, with whom he shared 34 years of marriage; his sister Ellen, wife of Richard Bianchini of Gloucester; his nephew Scott Bianchini, husband of Vicki of Wakefield, Ma; and several cousins. He is also survived by his adoring Maine Coon cats, “Rosie” and “Ralphie”; and by his devoted Springer spaniel, “Suzy-Q”.

**MARSHALL KNOWLTON CLEMENTS**

Marshall Clements sailed into the sunset on February 4, 2010 after a long period of declining health. He graduated from South Portland High School in 1965 and the Calhoon M.E.B.A. Engineering School in 1970. Marshall was a Chief Engineer sailing mostly with Farrell Lines and Sea-Land, usually out of the Boston or New York halls. He remembered most fondly his time aboard the SS AFRICAN MERCURY and the ANTARCTIC. During the Vietnam War he worked on a ship delivering oil to American forces in Vietnam. He went out on temporary disability in 1986 but returned briefly in 1989 before retiring for good. He worked for several years off season for the Maine State Ferry Service on the GOVERNOR MUSKIE and the MARGARET CHASE SMITH, close to where both of his parents grew up and he spent many happy times. He later taught marine engineering in Southern Maine Vocational Technical Institute’s Gulf Program and was part of the Knights of Pythias.

A loyal Ford owner, Marshall loved to work with big equipment and owned several excavators, tractors and dump trucks. There wasn’t anything he didn’t know how to fix, often in unconventional ways. A kind and generous man, Brother Clements resided for many years on Watchic Lake in Standish, Maine. Although he had no children of his own, he loved being uncle to his two nieces, Amanda Clements Blunda and Dora Clements, and was a significant influence in the lives of his friends’ children, especially Josh Newell and Todd Foss. He loved cats and had five at the time of his death. In addition to his nieces, Marshall is survived by his long time companion Sarah Braik and a brother and his wife, Timothy and Marie Clements.

**FRED RODNEY DEWING**

Fred Dewing set course for calmer waters on Monday, February 22, 2010 after a brief illness. He spent his childhood and youth in Kailua, Oahu Hawaii where his father was stationed with the U.S. Army. During World War II he joined the Merchant Marine and served as an engineer until
his retirement. His retirement years were filled with activities, travel and spending time with family and friends. Most of all he enjoyed his volunteer service on the WWII Liberty ship JEREMIAH O’BRIEN. Brother Dewing participated in the ship’s trip to England in celebration of the 50th anniversary of D-Day. He was preceded in death by his parents, his wife Wilhelmine Dewing, his brother Edward Dewing and sisters Jo LaTour May Dewing and Judi Rhode. He is also survived by Rudy Evans, Dorothy Dewing and numerous nieces and nephews and his dear friend Sally Moore and her family.

VINCENT AVESTRUZ LAWSIN

Vince Lawsin eased into the firmament on March 9, 2010 at the age of 85. Born in Leyte, Philippines, he was a guerilla fighter during World War II and later M.E.B.A. Chief Engineer sailing mostly aboard Washington State Ferries. Vince was a past president of the Filippino Community of Seattle, the Filipino American Political Action Group of Washington, the Visayan Circle, the Jose Rizal Park and Bridge Preservation Society, and St. Edward’s Filipino American Guild. He was also Worshipful Grand Master of the Caballeros de Dimas Alang and member of the Masons, Knights of Columbus, Veterans of Foreign Wars Post 6599, and many other organizations. Brother Lawsin was the loving father of Zenaida Rosete, Carmelita Floresca Bridges, Vincent Paul, Emily and Ramon. He was the grandfather of Marvin Allen, Thomas, and Jason Rosete; Leandro, Isaiah, and Maxwell Bridges, and Tula Kurashige. He was the great-grandfather of Teriel and Jaden Rosete. Vincent was preceded in death by his wife Emma.

CHARLES FREEMAN MCKAY

Charles McKay sailed toward safe haven on Jan. 13, 2010 after a long battle with Parkinson’s disease. At the age of 16 he enrolled in the apprenticeship program at Mare Island Naval Shipyard in Vallejo, Calif. During World War II and the Korean conflict, he was in the U.S. Navy Pacific submarine service. He met his future wife, Alice while they were undergraduates at the University of California at Berkeley. They married Aug. 23, 1956, in Vancouver. He received his Bachelor of Science in chemical engineering in 1957. Two years before his death, he received his 50-year membership pin from the American Chemical Society. He was also a lifetime member of the California Alumni Association. He worked for 12.5 years at Aerojet-General Corp. in Sacramento, CA. as a chemist in the solid rocket propulsion laboratory. While there, he was a member of the Aerojet Bagpipe band and was a Webelos leader for the Boy Scouts of America. After working as a rocket scientist, he went to sea, starting as a marine electrician on the Army Corps of Engineer dredge Chester Harding. Eleven years later, he had a Chief Engineer’s license. He was the first Chief of the dredge ESSAYONS, for which he received a “plank-owner’s” certificate. He was also Chief Engineer of the Bureau of Indian Affairs supply freighter the NORTH STAR III when it was laid up. He sailed deep sea on Sea-Land containerships and was the first engineer on the COHO ferry and worked in the Alaska Marine Highway system.

He loved music and dancing. Brother McKay and his wife were charter members of the Sacramento Traditional Jazz Society and he was the third president of the society. Over the years, he spent many enjoyable hours volunteering or going to various jazz festivals. He and his wife went on several jazz tours and cruises worldwide. He is survived by his wife, Alice; daughter, Paula Cox; son, Eric McKay; daughter, Alison Campbell; son, Charlie McKay; brother, Richard McKay; grandchildren, Jessica Peebles, Heather Gallegos, Cody Cox, Jacob McKay and Dane and Cara Campbell; step-grandchildren, Josh, Justin and Kiah Tawney; Justin and Jessica Swanson; and Megan, Josh and Madisyn Browne; and great-grandchildren, Sydney and Carmen Peebles and Brandon Gallegos. He was preceded in death by his younger sister, Luzanna Madson. Chuck had a zest for life and fun-loving personality that was immediately apparent to all he met. His family and friends will miss his

At Anchor: Recent Retirees

Shifting into Reduced Operating Status

George Barlow
Anthony I. Baster
Pierre E. Blume
Russell Brohl
Richard Cleary
Stephen J. Cole
Michael F. Cummings
John W. Davis
Clifford F. Farwell
Donald D. Ferry
Lonnie C. Folly
Larry Gibson
Rudolph S. Haylock
Garrett O. Kearbey
James M. Kennard
Mark R. Mahan
Michael H. Martineau
Junius A. Mattoon, Jr.
Richard C. Myles
Frank P. Pangelinan
Frederick G. Payne II
Kenneth T. Quinn
Neil P. Quinn
Stephen D. Radzik
Julius J. Rodillas
George A. Rydberg
Keith Smith
Gary L. Spell
Fred E. Spell
Domenic V. Torchia
Lorne A. Warczinsky
Mark H. Whyte
Frederic A. Wickel III
Domenic V. Torchia
Lorne A. Warczinsky
Mark H. Whyte
Frederic A. Wickel III
Michael Zielinski
Maersk Line, Limited Revives The Farrell Lines Brand

Something Old

A few seasoned marine officers might still remember Farrell Lines, the leading U.S. flag ocean carrier from the old days. Farrell Lines’ heritage dates back from 1925 when brothers John and James Farrell established the American-South African Line to operate cargo and passenger services from New York to West and South Africa. In 1948, the company was renamed Farrell Lines. Although, passenger services ceased around 1965, Farrell Lines expanded into U.S.-Australia cargo routes in the 1970s and purchased American Export Line eight years later. Over the years, Farrell Lines took control over a large number of ships, but they were not always allowed to retain their ownership. Some were taken over by the U.S. Maritime Commission (USMC) for wartime use in the Merchant Marine fleet. By 1991, the entire line consisted of only six ships serving the Mediterranean and Persian Gulf and the remaining operation was sold to P&O Nedlloyd in 2000. A few years later, when the A.P. Moller-Maersk Group from Denmark acquired P&O Nedlloyd, Farrell Lines was integrated to Maersk Line, the world’s largest container shipping line and became a part of Maersk Line, Limited (MLL) in 2007. On April 2009, the Farrell Lines name was reinstituted but it is not until a few months ago, that the brand was revitalized at the Military Surface Deployment and Distribution Command (SDDC) Training Symposium, in Atlanta, Ga.

Something New

Today, Farrell Lines operates in partnership with Höegh Autoliners and its U.S. affiliate, Alliance Navigation and proudly serves our nation every day by carrying military cargo on its pure care/truck vessels. The Farrell Lines fleet consists of two classes of four roll-on, roll-off vessels and carries on its leadership tradition through its participation in the Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA). The modern vessels built between 2004 and 2008, boast heavyweight stern ramps and versatile deck configurations, and have massive stowage capacity. The size and the make-up of the ships allow for the hauling of a variety of vehicles, helicopters and varied oversized equipment. The two larger vessels are 751 feet long, have more than 710,000 square feet of cargo space and can carry 7,900 car equivalent units (CEU). They also have more than 250,000 square feet of deck space for military cargo and can sail at more than 20 knots.

In February 2010, Farrell Lines added two more ships to its fleet, the ALLIANCE BEAUMONT and ALLIANCE CHARLESTON joining the ALLIANCE ST. LOUIS and ALLIANCE NORFOLK, which have been U.S. flag vessels since February 2008. The vessels were constructed by Daewoo Shipbuilding. Farrell Lines ocean services focus on transits between the U.S East Coast and the Gulf of Mexico to the Middle East and Southwest Asia and calls on numerous other ports worldwide. Some of the ships more common ports of call include Beaumont, Texas; Wilmington, Del.; Charleston, SC.; Jacksonville, FL; Shuaiba, Kuwait; Umm Qasr, Iraq; and Karachi, Pakistan.

The ALLIANCE BEAUMONT was brought under the U.S. flag on Feb. 21, 2010 in Dubai and the ALLIANCE CHARLESTON was reflagged on Feb. 12, 2010 in New York.

The addition of the Farrell Lines Ro/Ro vessels expands the partnership between Maersk and the M.E.B.A to 23 deep sea going vessels, 22 of which are enrolled in the Maritime Security Program. “We are thankful for the support of the U.S. Transportation Command, U.S. Maritime Administration and U.S. Coast Guard (USCG) in bringing these vessels under the Stars and Stripes” said Ed Hanley, Maersk, Line Limited Vice President of Labor Relations and Fleet Management. “Most importantly, we knew we could count on the experience, training and professionalism of the M.E.B.A officers who had transitioned from container ships to quickly learn these very different vessels and entirely new operation. The M.E.B.A officers performed flawlessly under time pressure to complete all the reflagging requirements and demonstrate proficiency with the safety systems and equipment. The USCG and Class were as impressed as well and Farrell Lines was back in business a few days later.”

The recent addition of these vessels will not only generate new jobs for M.E.B.A. marine officers but also expand and modernize the U.S. Merchant Marine fleet to serve our nation and help equip our troops with the supplies they need. M.E.B.A. plays and will continue to exert a critical role in the success of Farrell Lines and Maersk for years to come.

Something Borrowed

To honor its proud history, the new logo borrows from Farrell Lines’ original symbolic flag.

Something Blue

The addition of the Farrell Lines Ro/Ro vessels expands the partnership between Maersk and the M.E.B.A to 23 deep sea going vessels, 22 of which are enrolled in the Maritime Security Program. “We are thankful for the support of the U.S. Transportation Command, U.S. Maritime Administration and U.S. Coast Guard (USCG) in bringing these vessels under the Stars and Stripes” said Ed Hanley, Maersk, Line Limited Vice President of Labor Relations and Fleet Management. “Most importantly, we knew we could count on the experience, training and professionalism of the M.E.B.A officers who had transitioned from container ships to quickly learn these very different vessels and entirely new operation. The M.E.B.A officers performed flawlessly under time pressure to complete all the reflagging requirements and demonstrate proficiency with the safety systems and equipment. The USCG and Class were as impressed as well and Farrell Lines was back in business a few days later.”

The recent addition of these vessels will not only generate new jobs for M.E.B.A. marine officers but also expand and modernize the U.S. Merchant Marine fleet to serve our nation and help equip our troops with the supplies they need. M.E.B.A. plays and will continue to exert a critical role in the success of Farrell Lines and Maersk for years to come.
Tabak, Mellusi & Shisha LLP
Admiralty and Maritime Law Offices

Seamen’s Jones Act Injury Claims
Maritime Personal Injury
Employment Discrimination
Labor Arbitration
Coast Guard and NTSB Hearings

29 Broadway
New York, NY 10006
Tel. (212) 962-1590
(800) 280-1590
Fax. (212) 385-0920
Rjmellusi@sealawyers.com
Jshisha@sealawyers.com

Tabak Mellusi & Shisha, LLP has been representing seamen and their unions for over 35 years. We have obtained multi-million dollar verdicts and settlements.

Our Partners are licensed deck and engineering officers. Call us for a free consultation.
Summary Annual Report for MEBA Pension Trust—401(k) Plan

This is a summary of the annual report of the MEBA Pension Trust ("Trust")—401(k) Plan ("Plan"), EIN 51-6029896, Plan No. 002, for the period January 1, 2008 through December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This summary covers only the 401(k) portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were $5,687,374. These expenses included $793 in administrative expenses and $5,686,581 in benefits paid to participants and beneficiaries. A total of 3,094 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was $86,439,701 as of December 31, 2008 compared to $130,484,275 as of January 1, 2008. During the Plan year the Plan experienced a decrease in its net assets of $44,044,574. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of ($38,357,200), including employer contributions of $508,481, including employee contributions of $10,419,490, including other contributions of $267,792 and losses from investments of ($49,552,963).

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant’s report
2. Financial information and information on payments to service providers
3. Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be $2.25 for the full annual report, or $.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.
MEBA 401K Plan

Financial Information

This schedule is required by the Board under Section 457 of the Employee Retirement Income Security Act of 1974 and section 604(b) of the Internal Revenue Code (the Code).

Part I: Asset and Liability Statement

1. Total estimated cash and investments as of: 2008

<table>
<thead>
<tr>
<th>Amount</th>
<th>As of Year End</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,645,645</td>
<td>142,326</td>
</tr>
</tbody>
</table>

2. Estimated assets:
   - Cash held in trust 800
   - Accounts receivable 973,469
   - 401K contributions receivable 40,675

3. Gross earnings:
   - (a) before trust expense (b) before trust expense

4. Plan's share of trust expenses:
   - (a) trust expense 775,517
   - (b) share of trust expense 10,683,554

5. Total plan assets:
   - (a) before allocated expenses 775,517
   - (b) after allocated expenses 10,683,554

Part II: Earnings and Expense Statement

6. Plan expenses:
   - (a) total plan expenses 775,517
   - (b) total plan expenses 10,683,554

7. Total plan liabilities:
   - (a) total plan liabilities 775,517
   - (b) total plan liabilities 10,683,554

8. Net assets:
   - (a) before allocated expenses 775,517
   - (b) after allocated expenses 10,683,554

Part III: Income and Expense Statement

9. Plan income:
   - (a) contributions 775,517
   - (b) total plan income 10,683,554

10. Plan expenses:
    - (a) interest 21,959
    - (b) total plan expenses 21,959

Part IV: Transactions During Plan Year

11. Contributions:
    - (a) total contributions 775,517
    - (b) total contributions 10,683,554

12. Distributions:
    - (a) total distributions 21,959
    - (b) total distributions 21,959

Part V: Auditor's Opinion

13. Auditor's report:
    - (a) total plan assets 775,517
    - (b) total plan assets 10,683,554

14. Auditor's report:
    - (a) total plan liabilities 775,517
    - (b) total plan liabilities 10,683,554
Summary Annual Report for the MEBA Vacation Plan
—Atlantic, Gulf and Pacific Coasts

This is a summary of the annual report of the MEBA Vacation Plan (“Plan”) - Atlantic, Gulf and Pacific Coasts, EIN 13-6271916, Plan No. 503, for the period January 1, 2008 through December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was $1,790,584 as of December 31, 2008, as compared to $5,072,791 as of January 1, 2008. During the Plan year, the Plan experienced a decrease in its net assets of $3,282,207. The decrease includes unrealized appreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of $59,955,001, including employer contributions of $59,621,944, realized losses of ($20,068) from the sale of assets, earnings from investments of $288,979 and other income of $64,146.

Plan expenses were $63,237,208. These expenses included $2,894,594 in administrative expenses and $60,342,614 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Information regarding any common or collective trusts, pooled separate accounts; master trusts or 103-12 investment entities in which the Plan participates

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be $3.75 for the full annual report, or $.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.
**MEBA Vacation Plan**

**SCHEDULE 1**

**Financial Information**

<table>
<thead>
<tr>
<th>Year</th>
<th>Specifics</th>
<th>Amount</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>Total investment earnings</td>
<td>$41,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Summary Annual Report for MEBA Pension Trust
—Defined Benefit Plan

This is a summary of the annual report of the MEBA Pension Trust ("Trust") – Defined Benefit Plan ("Plan"), EIN 51-6029896, Plan No. 001, for the period January 1, 2008 through December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This summary covers only the defined benefit portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were $131,018,466. These expenses included $4,673,495 in administrative expenses and $126,344,971 in benefits paid to participants and beneficiaries. A total of 6,116 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was $1,089,371,550 as of December 31, 2008 compared to $1,306,899,170 as of January 1, 2008. During the Plan year the Plan experienced a decrease in its net assets of $217,527,620. This decrease includes unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of Plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of ($66,509,154) including employer contributions of $2,571,551, losses from investments of ($62,861,077), realized losses of ($40,307,785) from the sale of assets, and other income of $14,088,157.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to the Plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Insurance information including sales commissions paid by insurance carriers
6. Information regarding any common or collective trusts, pooled separate accounts, master trusts 103-12 investment entities in which the Plan participates
7. Actuarial information regarding the funding of the Plan

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szmyczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be $15.50 for the full annual report, or $.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.
## Marine Officer

### MEBA Defined Benefit Plan

<table>
<thead>
<tr>
<th>Financial Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Assets</strong></td>
</tr>
</tbody>
</table>
| **Temporary
 | **Long-term** |
| **Employer contributions** | **Plan assets** |
| **Other** | **investments** |
| **Liabilities** |
| **Current liabilities** | **Total liabilities** |
| **Total assets** | **Total liabilities** |

### Schedule H (Form 5500)

#### Page 3

<table>
<thead>
<tr>
<th>Schedule 6 (Form 5500) 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contributions</strong></td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
</tr>
<tr>
<td><strong>Part III: Actuary's Opinion</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part IV: Transactions During Plan Year</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contributions and loans</strong></td>
</tr>
<tr>
<td><strong>Pension benefit payments</strong></td>
</tr>
<tr>
<td><strong>Benefit payments</strong></td>
</tr>
</tbody>
</table>

### Schedule 8 (Form 5500) 2008

#### Page 2

<table>
<thead>
<tr>
<th>Employee-related information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Liabilities</strong></td>
</tr>
<tr>
<td><strong>Contributions</strong></td>
</tr>
</tbody>
</table>

#### Page 4

<table>
<thead>
<tr>
<th>Contributions and loans</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loans</strong></td>
</tr>
<tr>
<td><strong>Other</strong></td>
</tr>
<tr>
<td><strong>Part III</strong></td>
</tr>
<tr>
<td><strong>Account's Opinion</strong></td>
</tr>
<tr>
<td><strong>expenses</strong></td>
</tr>
<tr>
<td><strong>Schedule 6 (Form 5500) 2008</strong></td>
</tr>
<tr>
<td><strong>Schedule 8 (Form 5500) 2008</strong></td>
</tr>
</tbody>
</table>

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For a comprehensive understanding of the document, please refer to the full text provided.
Summary Annual Report for MEBA Pension Trust
— Money Purchase Benefit

This is a summary of the annual report of the MEBA Pension Trust ("Trust") – Money Purchase Benefit Plan ("Plan"), EIN 51-6029896, Plan No. 003, for the period January 1, 2008 through December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

This summary covers only the money purchase benefit portion of the Pension Trust.

BASIC FINANCIAL STATEMENT

Benefits under the Plan are provided by the Trust. Plan expenses were $21,550,001. These expenses included $540,402 in administrative expenses and $21,009,599 in benefits paid to participants and beneficiaries. A total of 3,491 persons were participants in or beneficiaries of the Plan at the end of the Plan year, although not all of these persons had yet earned the right to receive benefits.

The value of Plan assets, after subtracting liabilities of the Plan, was $163,427,541 as of December 31, 2008 compared to $225,923,660 as of January 1, 2008. During the Plan year the Plan experienced a decrease in its net assets of $62,496,119. This decrease includes unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of Plan assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The Plan had total income of ($40,946,118), including employer contributions of $10,087,986, losses from investments of ($49,958,813), realized losses of ($1,244,990) from the sale of assets, and other income of $169,699.

MINIMUM FUNDING STANDARDS

Enough money was contributed to the Plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the Plan participates

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover copying costs will be $4.00 for the full annual report, or $.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.
## SCHEDULE H

**Financial Information**

This schedule is required to be filed pursuant to section 114 of the Employee Retirement Income Security Act of 1974 (ERISA) and section 6055 of the Internal Revenue Code (the Code).

### PLAN INFORMATION

- **MENA FRENCH INSURANCE BENEFITS**
- **MENA FRENCH INSURANCE PURCHASES**

### BOARD OF TRUSTEES, MEBA FRENCH PURCHASES

- **51-5032994**

### PAYOR AND LIABILITY STATEMENT

- **MENA FRENCH INSURANCE BENEFITS**
- **MENA FRENCH INSURANCE PURCHASES**

### SUMMARY OF PLAN ASSETS

- **As of December 31, 2000**

### MEBA MONEY PURCHASE BENEFIT

#### 2000

<table>
<thead>
<tr>
<th>Name</th>
<th>MEBA ID</th>
<th>MEBA FRENCH BENEFITS</th>
<th>MEBA FRENCH PURCHASES</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARINE OFFICER</td>
<td>29</td>
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<td>0.00</td>
</tr>
</tbody>
</table>

#### EMPLOYER CONTRIBUTIONS

- **Cash contributions**
- **Contributions in plan assets**
- **Contributions in excess of employer contributions**

#### GENERAL INFORMATION

- **Employer identification number**
- **Plan sponsor**
- **Plan description**
- **Plan termination date**

<table>
<thead>
<tr>
<th>Employer Identification Number</th>
<th>Plan Name</th>
<th>Benefit Plan Description</th>
<th>Plan Termination Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>51-5032994</td>
<td>MEBA FRENCH INSURANCE BENEFITS</td>
<td>MEBA FRENCH INSURANCE PURCHASES</td>
<td>12/31/2000</td>
</tr>
</tbody>
</table>

### SCHEDULE OF PLAN ASSETS

#### Schedule of Plan Assets

- **As of December 31, 2000**

<table>
<thead>
<tr>
<th>Schedule of Plan Assets</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assets</td>
<td>Total</td>
<td>Total</td>
</tr>
<tr>
<td>Note 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total assets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
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<td></td>
</tr>
<tr>
<td>Bank accounts</td>
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<tr>
<td>Accrued interest</td>
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<tr>
<td>Loans</td>
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<td></td>
</tr>
<tr>
<td>Investments</td>
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<tr>
<td>Other</td>
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<td></td>
</tr>
<tr>
<td>Liabilities</td>
<td>Total</td>
<td>Total</td>
</tr>
<tr>
<td>Note 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total liabilities</td>
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</tr>
<tr>
<td>Total assets to liabilities</td>
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<td></td>
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</tbody>
</table>

### SCHEDULE OF PLAN INCOME

#### Schedule of Plan Income

<table>
<thead>
<tr>
<th>Schedule of Plan Income</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>Total</td>
<td>Total</td>
</tr>
<tr>
<td>Note 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total income</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less expenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net income</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SCHEDULE OF PLAN EXPENSES

#### Schedule of Plan Expenses

<table>
<thead>
<tr>
<th>Schedule of Plan Expenses</th>
<th>Column 1</th>
<th>Column 2</th>
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</thead>
<tbody>
<tr>
<td>Expenses</td>
<td>Total</td>
<td>Total</td>
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<tr>
<td>Note 4</td>
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<tr>
<td>Total expenses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less adjustments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net income and net expenses</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Part III: Accountant's Opinion

- **Complete line through 20 if the space of an independent qualified public accountant is used to file Plan Assets Schedule**

<table>
<thead>
<tr>
<th>Part III Accountant's Opinion</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opinion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) The opinion of an independent qualified public accountant is attached to this Form 5500.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Marine Officer

- **Marine Officer**
- **Page 29**

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**Note:** The document contains financial information and schedules related to a pensions or insurance plan. It includes sections on plan assets, income, expenses, and an accountant's opinion. The information is detailed and requires specific calculations and analyses related to financial reporting. The document is formatted in a standard financial report layout, including tables and sections for assets, liabilities, income, and expenses. The specific details are not transcribed here due to the nature of the document as a financial report.
Summary Annual Report for MEBA Medical and Benefits Plan

This is a summary of the annual report of the MEBA Medical and Benefits Plan ("Plan"), EIN 13-5590515, Plan No. 501, for the period January 1, 2008 through December 31, 2008. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

INSURANCE INFORMATION

The Plan has contracts with Carefirst BC/BS, Medco, Kaiser Foundation Health Plan Inc., Principal Life Insurance Company, Group Health Cooperative, Unum Life Insurance Company of America, and Delta Dental of Pennsylvania, to pay certain claims incurred under the terms of the Plan. The total premiums paid for the Plan year ended December 31, 2008 were $8,491,063.

BASIC FINANCIAL STATEMENT

The value of Plan assets, after subtracting liabilities of the Plan, was $54,619,671 as of December 31, 2008, compared to $55,129,790 as of January 1, 2008. During the Plan year, the Plan experienced a decrease in its net assets of $510,119. This decrease includes unrealized appreciation and depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the Plan year, the Plan had total income of $33,948,469, including employer contributions of $29,709,694, employee and pensioner contributions of $8,766,268, realized losses of ($727,172) from the sale of assets, losses from investments of ($3,907,766), and other income of $107,445.

Plan expenses were $34,458,588. These expenses included $4,039,342 in administrative expenses and $30,419,246 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An Accountant's report
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5 percent of Plan assets
5. Insurance information including sales commissions paid by insurance carriers
6. Information regarding any common or collective trusts, pooled separate accounts; master trust or 103-12 investment entities in which the Plan participates

To obtain a copy of the full annual report, or any part thereof, write or call the office of Allen R. Szymczak, Administrator, 1007 Eastern Avenue, Baltimore, Maryland 21202-4345; (410) 547-9111. The charge to cover the copying costs will be $20.00 for the full annual report, or $.25 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a Statement of Net Assets Available for Benefits of the Plan and accompanying notes, or a Statement of Changes in Net Assets Available for Benefits of the Plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan at 1007 Eastern Avenue, Baltimore, Maryland 21202-4345, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.
Navigating Choppy Markets

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

We are all investors. It might be through an IRA, 401(k), MPB, union pension, savings account, an insurance policy, just to name a few. We all have a stake in being invested, staying invested for the long-term, and learning what we can about our investment options.

Investors should recognize they do have choices when it comes to investing their hard-earned money. There is an array of risk management techniques that can be implemented in a well-designed portfolio. Examples may include tactical asset allocation strategies, the use of alternative investments, hedged investment strategies and guaranteed annuities to name a few. Various investment approaches, when implemented properly, can help to reduce portfolio risk and ideally provide more consistent returns. Of course, no strategy can or will guarantee positive results and completely mitigate market risks.

The credit crisis of 2008 created a highly unusual environment where virtually all asset classes posted negative returns. It seemed traditional diversification and asset allocation were broken and no longer served to reduce portfolio risk in difficult markets. I still believe asset allocation is the most important driver in portfolio performance; however, changing market environments often require different investment strategies.

“Sailing Markets” may occur during a broadly advancing economic cycle and an investor’s portfolio may simply advance with the prevailing market winds. “Rowing Markets” occur when there are choppy conditions and strong economic headwinds. Sailing Markets might accommodate a more passive, broadly participating approach where as Rowing Markets may require an active, tactical or hedged approach to help navigate difficult market conditions.

An investor may implement both sailing and rowing strategies as it can be difficult to identify the type of market we are experiencing. Having broad capabilities and multiple investment approaches may help an investor more confidently and comfortably reach the distant shore – financial security. If you would like to discuss how these strategies could be implemented in your portfolio, please call our office.

The opinions expressed are those of Mark E. Engberg, CFP® and are general in nature. These opinions are not to be construed as specific individual investment, tax, or legal advice. There are other investment approaches that may be more appropriate for an investor. Past performance does not guarantee future results / investments may lose value / are not FDIC insured / have fees and expenses / read the prospectus carefully. Diversification may help reduce risk, but does not guarantee future performance. Asset Allocation is driven by complex mathematical models and should not be confused with the simple concept of diversification.

Securities and Investment Advisory Services are offered through Multi-Financial Securities Corporation, Member FINRA / SPIC. CFS is otherwise unaffiliated with Multi-Financial Securities Corporation.

About the author: Mark E. Engberg is a CFP® professional and holds a B.S. in Finance. He graduated from the Calhoon MEBA Engineering School in 1981 and retired from the MEBA after twenty years of service, his last eight years sailing as Chief Engineer. CFS / Retirement and Tax Solutions has been in business in their current location for over 20 years.

The office consists of five investment professionals, including an on-staff CPA, and seven support staff. Our “Maritime Team” is uniquely qualified to help the maritime professional make well informed decisions about their financial future. Please call us to discuss your individual goals and how we might be able to help. Visit our website www.cfs-retirement.com for mariner specific resources.

L to R: Stephanie Brown, MBA; Bruce Robson, CFP®, Angie Haray and Mark E. Engberg, CFP®.
Dave Iacobucci in the cylinder liner aboard the Central Gulf Lines ship M/V GREEN POINT.


Ready for her first duty watch on the Maersk Line vessel METEOR is 5 month old Samantha Owers, daughter of First Engineer Patrick Owers and his wife Michelle. The “onesie” was a gift from Vicky George, wife of Capt. Greg George.

Rank and file member Ross Himebauch at a West Coast AFL-CIO breakfast with other members and officials along with dozens of other unions. You can see the M.E.B.A. banner on the wall across the room.