

# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



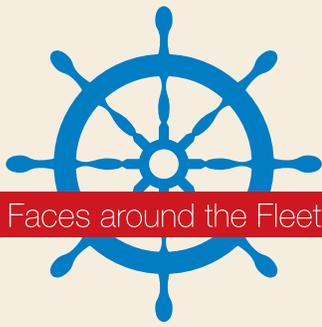
Winter 2010

*In Peace & War*



Floating Relief for Haiti

M.E.B.A. Crews Up ASM/Patriot LMSRs



Member Mike McFeeley ran in the New York City marathon (the day after Halloween) dressed as Hulk Hogan. Five hours later, he crossed the finish line in full costume including the mustache.



At a Tampa Propeller Club event to honor Commandant Thad Allen and local Coast guard are (l-r) member Matt Sneed, Tampa Rep. Joe Barbacane, member Mike Perry, Aide to the Commandant LCDR Jo'Andrew Cousins, member Robert Mecker and retiree Kevin Behen. Off camera are the Commandant and Capt. Timothy Close, St. Petersburg Coast Guard Sector Commander. M.E.B.A. has been working with Coast Guard on easier member access to the Port of Miami and other Florida seaports.



The engine department spent a warm Christmas aboard the Matson ship M/V MANULANI. Left to right with a handful of other shipmates are Electrician Kris Chinen, Junior Engineer "Marley" Campbell, Capt. Jay Yang, Reefer Mike Morgan, 2nd A/E Femi Olukayode, 3rd A/E A.J. Peterson, 1st A/E Steven Davis, C/E Al Voigt and Engine Cadet Andrew Merrill.

## ON THE COVER

M.E.B.A. ships including the Military Sealift Command vessel USNS COMFORT are providing humanitarian aid to Haiti after a catastrophic earthquake devastated Port-au-Prince. Meanwhile, ASM/Patriot won an MSC bid to operate four LMSRs including the USNS GORDON. The LMSRs are primarily used to haul massive amounts of military equipment to hot zones overseas.

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Tel: (202) 638-5355  
Fax: (202) 638-5369

Marco Cannistraro, Editor-in-Chief  
Phone: (202) 257-2825  
Email: editor@mebaunion.org

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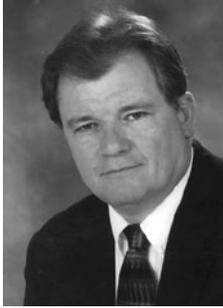
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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members 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.



## An Open Letter to the Membership:

As much of the United States continues to battle winter, I find myself engaged in many battles on behalf of our union membership – inside and outside the M.E.B.A. I've had to pick and choose these battles wisely to ensure that the best advantages are secured for our union brothers and sisters. Whether representing our members in dealings with employers, federal officials or legislators, rest assured that my primary priority has always been and will remain to protect the rights and interests of our members.

As M.E.B.A. President, I serve not only a national membership, but a global workforce. And, as the events of the last few months made clear, a membership that remains prepared to meet whatever challenges the world throws at us, in peace or in war. In representing your interests, I must always keep an eye towards the bigger picture. We must constantly consider and ensure that the battles our union takes on are cost effective and that we are likely to prevail for M.E.B.A. to remain preeminent within the maritime industry.

The United States military continues to face hostilities around the world. Soon, the M.E.B.A. will enhance its contribution to the United States' mission with four new contracted LMSR vessels. The USNS GILLILAND, GORDON, SHUGHART and YANO stand ready to respond to the military's needs with the speed and efficiency M.E.B.A. officers provide on a daily basis. The new vessels offer members more than just a chance at new work; they offer another chance to serve our country.

While the new LMSRs help prepare the country for war, another M.E.B.A. ship, the USNS COMFORT, is helping to head up U.S. relief effort to earthquake-stricken Haiti. As I write this, the staff and crew of the COMFORT are providing emergency medical and humanitarian services to thousands of people whose lives hang in the balance. Although this is by no means the first time the COMFORT or other M.E.B.A. ships were dispatched to aid global suffering, The current mission in Haiti of the

COMFORT, GRASP, BIG HORN, and SACAGAWEA, with many more ships to come, vividly illustrates the vital role we play in getting people and supplies where they are needed—and getting them there fast.

At the same time the M.E.B.A. plays a role in delivering healthcare and supplies abroad, our own system of medical care is under attack. The Healthcare bill that emerged from the Senate would have punished M.E.B.A. members and retirees for cautiously preparing, over many decades, for future medical expenses. This bill would have affected all of organized labor, and I was able to work with other labor leaders and the AFL-CIO to present a united front in raising our unified concerns on Capitol Hill. Although the future of the Healthcare bill is now uncertain, I will remain vigilant.

This vigilance on legislative matters paid off recently when the EPA revised a rule that would have made it illegal to operate much of the Great Lakes Fleet. Fortunately, our vigilance on this matter helped turn back the tide of this overreaching regulation. Agencies do not always realize the full effects of rules they propose and it falls on the M.E.B.A. and our legislative team to keep the watch and educate the government. Therefore, the M.E.B.A. must and will maintain a consistently strong presence in Washington. As long as I continue to serve as your President, I will use this presence to improve the lives of M.E.B.A. members in whatever corner of the world they happen to find themselves.

*In Unity and Friendship,*

# Floating Relief For Haiti is 'Just What the Doctor Ordered'

U.S. Navy Fleet Forces Command Admiral John C. Harvey says the U.S. is ready for the long haul to help Haitians reeling from the 7.0 magnitude earthquake that rocked the nation on January 12. To that purpose, a series of Navy and Military Sealift Command vessels were sent into the region to do some good including many M.E.B.A.-crewed MSC ships. A number of Maritime Administration Ready Reserve Force vessels were also activated as a flood of food, water, medical supplies and other resources are being shipped into Port-au-Prince. Indications are that many more vessels will be called on to assist U.S. relief efforts in Haiti.

The M.E.B.A.-crewed dry cargo ship USNS SACAGAWEA was filled to the brim with thousands of ready-to-eat meals, along with 235,000 additional pounds of food. The ship carried ten small water purification plants that are able to produce up to 10,000 gallons of filtered water a day. Fleet oiler USNS BIG HORN and salvage ship USNS GRASP are two other M.E.B.A.-crewed ships taking part in Operation Unified Response.

Early arriving vessels faced massive logistical challenges with Haiti's national port ravaged by the quake. Communication with local authorities was problematic and no electricity or phone service existed as the death toll continued to rise. The extent of this catastrophic tragedy continues to be calculated. Without the extraordinary outpouring of aid coming into the country from every corner of the globe, so many survivors would be denied the hope they desperately need to carry on.

The most visible vessel helping to stem the tide of suffering in Haiti is the M.E.B.A.-crewed USNS COMFORT, the giant hospital ship that resembles a floating first aid kit.

COMFORT only recently returned from Operation Continuing Promise 2009, a four-month humanitarian and civic assistance mission in Latin America and the Caribbean that made a stop in Haiti last year.

For Operation Unified Response, the ship quadrupled the number of hospital beds aboard to 10,000, added five additional operating rooms to total 11, and took on 560 medical personnel and a 110-person contingent of support personnel – in addition to the

civilian mariners powering the vessel. The ship began tending to damaged survivors even before it reached Port-au-Prince. A Knighthawk helicopter from the USS CARL VINSON began delivering badly injured Haitians the night before the hospital ship dropped anchor at the country's grieving capital.

In the ensuing hours and days in Port-au-Prince, the medical staff launched its herculean task of trying to alleviate the suffering of an onslaught of wounded Haitians. In addition, COMFORT began deploying medical teams ashore to evaluate and prioritize medical needs of prospective patients.

By mid-afternoon the next day, more than 160 injured Haitian patients were admitted with surgeries being performed almost around the clock. Infected wounds, dehydration, broken bones and injuries requiring amputation were common cases but the staff, prepared for all ranges of treatment, even delivered two newborns the first week.

Days into the operation, the intensive care units and wards were beginning to fill to capacity of its 1,000 beds. "We have never had that number on the ship, but we can do it," said Navy doctor Jim Ware, the medical group commander. The ship's crew plans to continue

its frantic pace of healing and comfort as it receives many more patients during their indefinite stay in the region.

The AFL-CIO called for the U.S. and the entire international community, including the global union movement, to "do our utmost to aid our Haitian sisters and brothers in their moment of extraordinary need." Active and retired members are encouraged to contribute to the AFL-CIO Solidarity Center's Earthquake Relief for Haitian Workers' Campaign. The funds collected will help afford urgent medical care, food, shelter, gas, water, and transportation out of the city. You can read more about the Solidarity Center on the web at <http://solidaritycenter.org>. Donations can be sent to:

**Solidarity Center Education Fund**  
**888 16th Street NW, Suite 400**  
**Washington, DC 20006**  
**Attn: Joan Welsh**

*Please write "Earthquake Relief for Haitian Workers" in the memo line of the check.*



The USNS SACAGAWEA delivered a boatload of food to Port-au-Prince as well as water purification plants that produce as much as 10,000 gallons of potable water a day.



Doctors discuss patient care aboard the USNS COMFORT in Port-au-Prince, Haiti. (Photo by Jim Garamone).

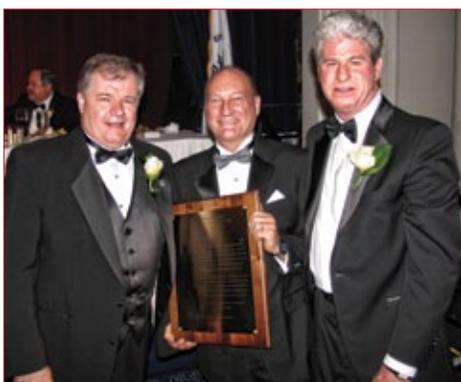
# AOTOS Awards



A special AOTOS honor was awarded to the crew of the MAERSK ALABAMA which, led by Chief Engineer Mike Perry, thwarted an attempted hijacking on the vessel by Somali pirates in April. Left to right are SIU's Carlos Sanchez, M.E.B.A. Pres. Don Keefe, ALABAMA Capt. Richard Phillips, ALABAMA Chief Engineer Mike Perry, SIU Atlantic Coast V.P. Joe Soresi, Maersk Line President & CEO John Reinhart. William Rios, Jr. & Sherry Rios (son and wife of ALABAMA Bosun William Rios), SIU Exec. V.P. Augie Tellez, ALABAMA First Mate Shane Murphy, MM&P Offshore Atlantic V.P. Richard May and SIU's Mark Von Siegel.



Rear Adm. Mark Buzby (l), commander of the Military Sealift Command, presenting the AOTOS Mariner's Plaque to Capt. James White, master of MSC dry cargo/ammunition ship USNS LEWIS AND CLARK. Capt. White accepted the award on behalf of the crew who took preventative measures to avoid being boarded by Somali pirates in May.



M.E.B.A. Captain Don Grosse (c) accepted a special AOTOS award on behalf of the crew of the LIBERTY SUN for their part in evading a pirate attack on the ship on April 15 of last year. Capt. Grosse is seen here with M.E.B.A. President Don Keefe and Liberty Maritime Corp. Pres. & CEO Phil Shapiro.



At the 2009 ceremony, Keystone Shipping Co. President/CEO Donald Kurz received an Admiral of the Ocean Sea (AOTOS) Award for a lifetime of maritime service. NOL's Ron Widdows and the U.S. Coast Guard were also honored with the AOTOS statuette. The four men in the foreground are (l-r) AOTOS co-Chairman Sam Nemirow, Keystone's Phil Fisher, Donald Kurz and ILA President Richard Hughes, Jr.



United Seamen's Service President Ed Morgan (l) with two New York-based M.E.B.A. members George Finn and Fil Gaylan. The USS oversees the annual AOTOS Award ceremony in New York City.



M.E.B.A. officers previously served on the USNS SHUGHART and other LMSRs delivering key war cargo in the early 2000s.

# M.E.B.A. Crewing Up Four Workhorse Ships After ASM/Patriot Prevails in MSC Bid

Expert M.E.B.A. officers began crewing up four Military Sealift Command workhorse vessels in late January after American Ship Management/Patriot Contract Services, LLC prevailed in the bidding process for two small business set-aside contracts.

The awards cover four Large Medium Speed Roll-on/Roll-off (LMSR) vessels, the USNS GORDON, USNS GILLILAND, USNS SHUGHART and USNS YANO. M.E.B.A. has familiarity with these ships having served aboard them with great success under a contract with ASM that spanned 1999-2004. Members sailing on the vessels are covered by a firm-fixed price contract with option periods. If all option periods are exercised by MSC, the contract would run through September 2017.

The need for these durable behemoth vessels became clear following the conclusion of the Persian Gulf War in 1991. MSC added a series of newbuild and converted LMSRs to their fleet to boost sealift capacity so they can better

transport military supplies and equipment in times of combat or other contingencies. The 954-foot Gordon-class vessels (GORDON & GILLILAND) each have a cargo capacity of 284,064 sq. ft. plus 49,991 sq. ft. of deck cargo. The 906.75 ft. Shughart-class ships (SHUGHART & YANO) each have 260,779 sq. ft. plus 51,682 sq. ft. deck cargo. All four vessels are conversion LMSRs.

The GORDON and GILLILAND were turned over to Patriot in late January in Philadelphia. Continued dredging in Jacksonville will keep the ships in Philly until mid-March when the GORDON and GILLILAND sail back to their Florida berths. The SHUGHART and YANO were due to be turned over to Patriot in late February. Those two ships are berthed in Violet, Louisiana near New Orleans.

The Memorandum of Understanding covering the four vessels has been e-mailed to all the M.E.B.A. Union halls and is available for review by members in good standing.



Above: The USNS GORDON, like the other three LMSRs, is currently in Reduced Operating Status but will be called upon to haul key military cargo overseas



The USNS YANO, like the other three LMSRs, are crewed with expert M.E.B.A. engineers, MM&P deck officers and an unlicensed crew represented by SIU, SUP and MFOW.



An archive photo of 'Big' Ed Eastlack aboard the USNS SHUGHART in the early 2000s.



The USNS GILLILAND will return to its Jacksonville berth once dredging is complete in March.



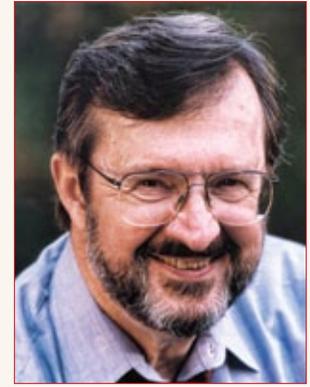
Rep. Steven LaTourette  
(R-Ohio)



Rep. Candice Miller  
(R-Mich.)



Rep. Jim Oberstar  
(D-Minn.)



Rep. Dave Obey  
(D-Wisc.)

## M.E.B.A. P.A.F.

# Helps Rescue Great Lakes Fleet

M.E.B.A.'s Political Action Fund is an invaluable tool that gives our Union and industry a voice when decisions get made on Capitol Hill. A tangible example of its effectiveness recently occurred after the Environmental Protection Agency proposed tough new engine and fuel standards for ships operating within 200 nautical miles of the Canadian and U.S. coasts, including the Great Lakes.

As written, the regulations jeopardized 50% of the U.S. Great Lakes fleet. Half of the ships currently operating on the Lakes would already be in compliance with the proposed rule but 13 Lakers would be put out of business completely by 2012 since their engines are unable to process the cleaner fuel. Additionally, this overbearing rule would seriously damage the operation of 13 other diesel-powered ships with Category 3 compression-ignition engines. Under the proposal, that second group of 13 would be hit with titanic fuel costs and would otherwise require major cost-prohibitive modifications.

But thanks to M.E.B.A.'s Political Action Fund, that repugnant possibility won't be rearing its ugly head. A pair of recent meetings at M.E.B.A. Headquarters enabled by the P.A.F., brought the impending Great Lakes situation to the attention of two Members of Congress.

At the meetings that included M.E.B.A., AMC and industry representatives, Rep. Steven LaTourette (R-Ohio) and Rep. Candice Miller (R-Mich.) reacted strongly when told about the impending new rules. They expressed their outrage and vowed to act to prevent EPA from effectively evaporating a sizeable amount of U.S. jobs on the Lakes. Rep. Miller, who serves on the House Committee on Transportation & Infrastructure immediately made her Committee's Chairman, Rep. Jim Oberstar (D-Minn.), aware of the devastating effect the rules would have on the fleet. Oberstar joined forces with House Appropriations Committee Chairman Rep. Dave Obey (D-Wisc.) whose Committee oversees the EPA budget. Following a meeting with key industry and union representatives including the M.E.B.A., the powerful lawmakers were able to broker a deal with the Environmental Protection Agency to spare Great Lakes shippers from the EPA axe. A few months later, the new regulations were finalized, with compromise language intact.

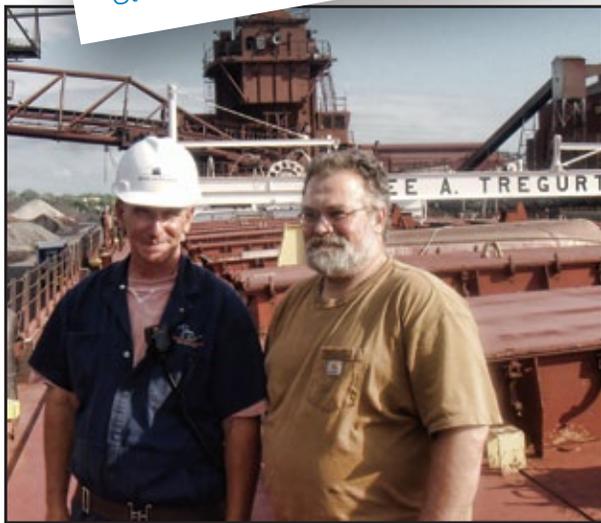
The final regulations include a temporary exemption for 13 U.S.-Flag steamships on the Great Lakes. In addition to the steamship exemption, the new air regulations provide flexibility in their application to another 13 U.S. and 53 Canadian diesel-powered vessels.



Above: A few of the Interlake Steamship boats tied up together including the KAY E. BARKER, CHARLES M. BEEGHLY and JAMES R. BARKER.



M.E.B.A. members working for Interlake Steamship aboard the KAY E. BARKER – (l-r) 2nd Mate Dave Johnson, 3rd Mate Ben Feinman, and 1st Mate Steve Hughes.



1st Mate Steve Pentces and 3rd Mate Russ Couture aboard Interlake's LEE A. TREGURTHA.



M.E.B.A. 1st A/E Drew Leonardi, C/E Tom Treen and Cleveland Rep. Torey Zingales on the Interlake Steamship Co. boat CHARLES M. BEEGHLY.

# DON'T WAIT TO PLAN YOUR RETIREMENT



By: Michael McFeeley  
In conjunction with Lincoln  
Financial Advisors Corp

Most of us find it easier to earn and spend money than to save it. Planning and saving for retirement too often takes a back seat to other priorities. Why is procrastination the rule, rather than the exception when it comes to retirement planning? I've heard many reasons from my clients: thinking about retirement makes them uncomfortable; they're too busy to find time to plan for retirement; they're too young to worry about retirement; and retirement planning is too complicated. If you find yourself making similar excuses for avoiding some serious thinking about retirement planning, it's time to change your tune.

Saving for retirement has become a more pressing concern than ever before. Companies are putting the burden of funding pension plans largely on their employees, the Social Security system is straining under the burden of an aging population, inflation erodes long-term investment returns, and life expectancies are longer. Aging baby-boomers are feeling particularly squeezed -- many are trying to save for their children's college educations and their own retirements, while supporting their elderly parents at the same time.

Personal savings will have to fill the gap between your pension and government benefits on the one hand, and your retirement needs on the other. Surprisingly, people earning higher incomes aren't immune to the realities of retirement savings. In fact, the 2007 Retirement Confidence Survey, conducted by the Employee Benefit Research Institute, found that fewer than 43% of today's workers have actually calculated the amount of money they will need to have saved prior to retirement and 34% of workers say they have not saved for retirement at all.

**Setting Goals:** Setting specific goals should be at the heart of your overall retirement planning strategy. That means figuring out when you want to retire and what kind of lifestyle you realistically expect to maintain in your golden years. Those answers will, in turn, help you determine how much money you'll need at retirement.

One rule of thumb says that in each year of retirement you'll need 70 percent of your annual pre-retirement income. Of course, your financial needs may be more or less, depending upon your individual circumstances. While you can't predict the rate of inflation or the return on your retirement investments over the next several years, a financial planning professional can help you make some projections of how these factors will affect your savings plan.

**Planning:** If your projections show you'll have a financial shortfall in retirement, you have several choices: retire later, retire on less, save more, or attempt to improve your rate of return. If the first three options aren't practical or desirable, you should consider investments that have the potential to improve your rate of return if you can tolerate the risk.

Your investment strategy should be shaped by your age, time frame, tolerance for risk, and personal investment philosophy. Remember that time is your ally. By starting to save sooner rather than later, you have the potential to generate a larger nest egg down the road due to the power of compounding investment returns.

Finally, anybody who has worked hard, saved and invested would be well served by an estate preservation strategy. A good one can help ensure that your assets are protected and loved ones cared for in the future. One of the best reasons to preserve an estate is to honor what you've done. People don't want everything they've worked for in their lives to have no value in the future or pay more taxes than you need to. The MEBA long term care program can be a piece of your strategy to help preserve your wealth for you, your family, and generations to come.

## NEW MEBA VOLUNTARY LONG TERM CARE INSURANCE THROUGH ACADEMY FINANCIAL, INC.

### Who Benefits? MEBA

Members, employees, retirees, their parents, and children

**What is Long Term care?** The type of assistance you would need if you were unable to handle some of the basic activities of daily living, or if you require substantial supervision due to a cognitive impairment.

**When do you need coverage?** This year, about 9 million Americans over the age of 65 will need long-term care services. By 2020, that number will increase to 12 million. While most people who need long-term care are age 65 or older, a person can need long-term care services at any age. Forty (40) percent of people currently receiving long-term care are adults ages 18 to 64.1

**Where do you receive care?** Your home, adult day care, assisted living facility, nursing home, hospice facility, residential care facility.

**Why do I need Coverage?** Reduce burden of care on your family, protect your spouse, preserve your independence and stay at home, have a choice and control over where you receive care.

### How do I get more information?

Call 1-800-777-4798, email Michael.McFeeley2@LFG.com, or go online to [www.academyfinancialinc.com/maritimeprofessionals](http://www.academyfinancialinc.com/maritimeprofessionals) and find out where you stand on the "Financial Hawse Pipe" and learn about MEBA Voluntary Long Term Care.

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CRN201001-2038336





At labor talks with MSC are (left to right) Kurt Saunders & Lynn Sylvester (FMCS Facilitators), Susan Tellez (SIU), John Madden (SIU), Kate Hunt (SIU), Deb Kleinberg (SIU) Dave Townsend, (MSC), Andrew Lefebvre (MSC) MSC Commander Rear Adm. Mark Buzby, Chet Wheeler (SIU) Randi Ciszewski (M.E.B.A./MM&P Govt. Fleets Rep.), Adm. Ray (MSC), Renee Desrosiers (MSC) and Charlie Tompkins (MSC Purser).



Executive V.P. Mike Nizetich donated his painting of a spiritual piston pull to the Merchant Marine Memorial Fund to raise money for the Memorial Park during a recent auction. Former L.A. Branch Agent Al Camelio was the lucky winner. The Albert H. Camelio Gallery of Fine Art has generously loaned the painting (temporarily) to the bar at the School where it is currently displayed.

# Shipping Shorts

## MAKE PLANS FOR THE CAA REUNION THIS SUMMER!

Calhoon Alumni Association President Mike Fanning has announced that the 2010 CAA Reunion will steam ahead at the Calhoon School from June 25-27. The Harbortowne Resort in St. Michaels, MD has been secured on June 25th for the golf tournament that tees off a weekend of fun-filled events. Golf will be played using Chief's Choice Format. If you haven't participated in this great tournament before, then do it this year – you'll have a blast. Golf registration ends on June 12, 2010.

The all-day picnic is set for Saturday, June 26th on the Manor House lawn at the School in Easton, MD. The day starts off with breakfast, then onto softball, horseshoes, crabs, grill, pit beef, roasted pig, entertainment, kid activities, swimming, fire trucks, wiffleball, raffles, 50/50, live music and of course beer & wine.

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



Bring a family member or friend to the CAA Reunion this summer. The sign-up begins in early March.



Aboard M.E.B.A. retiree Lou Holter's boat, docked at the school for the 2008 CAA Reunion. Make sure you sign up for Reunion 2010 (June 25-27).

activities, food, fun and plenty of old friends and shipmates. Don't miss it!

Event fees and registration forms for both the golf tournament and reunion are posted on the School's website [www.mebaschool.org](http://www.mebaschool.org). They will begin accepting registrations on March 1st. Questions and comments can be forwarded to Mike Fanning at [caa2010@mebaschool.org](mailto:caa2010@mebaschool.org).

## INTEREST-BASED BARGAINING TALKS WITH MSC

MSC, MEBA, MM&P and SIU/NMU have agreed to conduct interest based bargaining negotiations (in lieu of traditional bargaining negotiations) to streamline the existing Civilian Marine Personnel Instruction (CMPI) 610. Maritime labor and MSC management fully supports this structural framework and all previous proposals and counter-proposals pertaining to CMPI 610 are to be discarded. All have agreed to start these negotiations anew and believe these will be very meaningful, productive and fair resulting in a streamlined and useful instruction that mirrors deep sea contract language pertaining to hours of work and premium pay.



At the M.E.B.A. HQ holiday party, guests were treated to incredible mambo and salsa dancing performances by 14-year old Jonathan Gaylan and 10-year old Alexandra Gutkovich who were on tour with Marvin Hamlich and the National Symphony Orchestra Pops. Jonathan is the son of M.E.B.A. Chief Engineer Fil Gaylan who enabled this tremendous treat. Jonathan was in town to perform at the prestigious Kennedy Center in downtown Washington D.C.

## M.E.B.A. & MM&P JOIN FORCES IN BOSTON, OAKLAND

Continuing to seek avenues to save money for members, the M.E.B.A. & MM&P are now sharing space at M.E.B.A.'s Boston and Oakland Union halls. In Boston, the MM&P moved its hall five miles down the road to the 12 Channel Street digs where M.E.B.A. Rep. Bill Campbell holds down the fort.

On the West Coast, MM&P's Offshore and Pacific Maritime Region relocated from Rincon Hill in San Francisco to 548 Thomas L. Berkeley Way, headed up by Executive V.P. Mike Nizetich.

## NATIONAL SHIPPING CARD REFERENDUM

As M.E.B.A. members should know, a referendum was mailed to their homes regarding how members ship out. A "yes" vote would amend M.E.B.A. shipping rules to create a true national shipping card. This would allow members to avoid having to transfer their shipping cards in or out of M.E.B.A. Union halls when travelling between ports. A "no" vote would keep the current method of transferring in and out of M.E.B.A. Union halls when travelling.



To enact cost savings for both unions, M.E.B.A. and MM&P recently joined forces in Boston and Oakland sharing union halls. The unions share halls in other cities as well including Wilmington CA. L.A. M.E.B.A. Branch Agent Larry Young is seen here (at left) with M.E.B.A. Dispatcher Yvette Reed, MM&P Dispatcher Wendy Karnes and MM&P Pacific Ports Agent Capt. Dave Boatner.

The referendum vote is being conducted by the American Arbitration Association (AAA). Ballots were mailed to members in good standing in the second week of December. The 90-day referendum began on December 15, 2009 and will conclude on March 15, 2010.

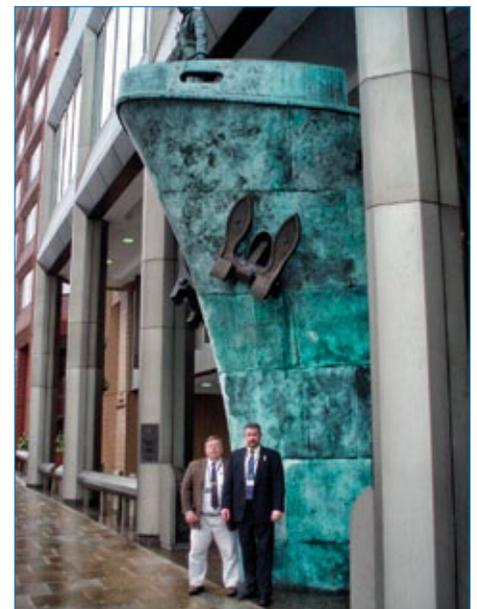
If you did not receive a referendum ballot or if yours was lost or destroyed, you need to contact the American Arbitration Association (AAA) immediately and request a ballot in writing from: Kenneth Egger, American Arbitration Association, 230 South Broad Street, Floor 12, Philadelphia, PA 19102-4199. Phone No.: (215) 731-2281; Fax No.: (215) 985-0977, E-mail: [eggerk@adr.org](mailto:eggerk@adr.org).

## M.E.B.A. STORE ONLINE

M.E.B.A. promotional products are now easier for active and retired members to obtain with the addition of our new online shop. You can access it from our webpage [www.mebaunion.org](http://www.mebaunion.org) and click on the "Union Store" icon at top right. To start, eight items are being offered for sale, including two kinds of t-shirts, logo hats, M.E.B.A. shipping document holders and a steak knife set, among other 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.



Longtime registrar Shirley Shelton recently retired after 21 years of great work at the Calhoun M.E.B.A. Engineering School. In this photo, (left to right) former CMES Director Henry Phillips, former Director Roy Luebbe, current Director Chuck Eser and former Director Larry O'Toole gather around Shirley in appreciation of her stellar career.



Calhoun School Assistant Director for Academics Barry Van Vechten and M.E.B.A. Secretary-Treasurer Bill Van Loo recently represented the Union at international talks at IMO Headquarters in London as important mariner issues were forwarded.

## GET YOUR DOCUMENTS IN ORDER BEFORE HALL VISITS

Members are encouraged to have their documents in order before showing up at their Union hall. Those who have recently upgraded their license should make sure that their STCW reflects the upgrade. Your license, passport and other important documents should be valid for at least six months from the time you begin working aboard ship. Your drug-free certificates have to be valid at least until the day you join your ship.



At a Propeller Club function in Washington D.C. are MM&P Pacific Ports Vice President Don Marcus, M.E.B.A. President Don Keefe, MM&P International Comptroller Beverly Gutmann, former MM&P official Mike Rodriguez who is a House Committee aide, M.E.B.A. Secretary-Treasurer Bill Van Loo, MM&P United Inland Group V.P. Mike Murray and MM&P Pilotage V.P. George Quick.



M.E.B.A. and industry representatives met with Sen. Chuck Schumer (D-NY) recently at Headquarters to discuss important mariner issues. Left to right are Liberty Maritime President & CEO Phil Shapiro, SIU Executive V.P. Augie Tellez, Sen. Schumer, M.E.B.A. President Don Keefe, Waterman/Central Gulf's Chris Johnson and Secretary-Treasurer Bill Van Loo.

If flying with your documents on the way to a hall, double-check that you haven't left any essential documents at home and make sure to keep your documents with you in your carry-on luggage. The primary documents you'll need include your License, STCW, MMD, TWIC, Passport, Annual physical card, Drug free certificate, Group Card, Dues Receipt, proof of Return to Work Date and your 1% medical card. Certain jobs require proof of Horizon or Maersk qualifications, benzene or your shot records. Some mariners have the new orange color Coast Guard Merchant Mariner Credential (MMC). That document combines your license, MMD and STCW together. If you have questions about your documents, direct them to your local hall.

### DUES, SERVICE CHARGES AND G&W CONTRIBUTIONS CAN BE PAID ONLINE!

Members and applicants can pay dues and service charges online and set up a schedule to automatically take care of payment needs. A secure area on the M.E.B.A. website, set up through Sun Trust Bank, enables safe online transactions. The site can also be used to pay vacation dues or initiation fees as well as to make tax deductible contributions to M.E.B.A.'s Good & Welfare Fund. Built-in security features provide a private and secure online experience that assigns a confirmation number and helps you print a payment receipt for your records. The site also allows you to view your transaction

history and account statements online in a secure manner. After a member pays dues online, an official dues receipt will be generated from Headquarters and sent to the member by mail once the transaction is confirmed.

You can go to the M.E.B.A. Home Page ([www.mebaunion.org](http://www.mebaunion.org)) and click on the "Dues" dollar sign icon on the far right about halfway down on the page. After registering, you can easily navigate the site to make single or recurring payments drawing from your checking or savings account. Remember to print out the confirmation page when you complete online dues payments. Union halls will not register or ship someone without proof of dues payment.

### PAY YOUR DUES

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. If you know how much you owe, you can use the convenient online banking link on the M.E.B.A. website to catch up on your payments.



Vice Admiral Robert J. Papp, Jr. has been tapped as the next Commandant of the U.S. Coast Guard. Upon Senate confirmation, the current Commander of the Atlantic Area and Defense Force East will relieve Admiral Thad Allen on May 25, 2010.

### MAERSK ALABAMA DETERS PIRATES FROM ANOTHER BOARDING

The MAERSK ALABAMA recently repelled another attack from would-be Somali hijackers in November. This time though, the ALABAMA was protected by a team of armed guards who fired near the approaching Somali skiff. This helped convince the pirates that they would have to go elsewhere for an easy payday. The ALABAMA was sailing toward Mombasa once again with humanitarian aid aboard and was approximately 560 nautical miles off the northeast coast of Somalia according to reports.



Congressman Frank Kratovil (D-MD), who represents the district where the Calhoun School is located, sat in with the band briefly during the "Auction & Fall Celebration" that raised money for the M.E.B.A. Merchant Marine Memorial Foundation (4MF) that oversees the Memorial Park at the School.

### Advertising in the Marine Officer

#### Rates:

Size	1 Issue	3+ Issues
Full Page	\$1,200	\$995
1/2 Page	\$700	\$580
1/3 Page	\$500	\$415

**Color:** 4-color

#### Dimensions:

Full Page:	7 1/2" x 10 5 1/8"
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1/3 Page Square:	4 7/8" x 5 1/2"

**Contact:** Marco at (202) 257-2825 or [editor@mebaunion.org](mailto:editor@mebaunion.org)

As our members know, when the ship was previously attacked by Somali pirates in April 2009, Chief Engineer Mike Perry played the part of the hero by safeguarding his shipmates and personally capturing the pirate ringleader in a daring engine room scuffle that helped save the vessel and its crew.

### CMES REMINDER ON CHANGES IN REGISTRATION POLICY

The Calhoun M.E.B.A. Engineering School wants to make sure that members are aware of changes in the CMES registration policy.

Below are a few highlights:

- Students will no longer receive a confirmation letter for each individual class. They will now receive a "Student Schedule" that will list all of the classes in which they are registered.
- Students are limited to four applications per year.
- Registration for class ends two weeks prior to the start date. No applications will be accepted once registration closes.
- Students will not be allowed to transfer between classes once registration has closed.

- All students must be FIT FOR DUTY prior to and during class.
- Written and/or verbal inquiries regarding roster openings are no longer addressed.

Questions concerning the registration policy should be directed to Barry Van Vechten at 410-822-9600 ext. 315.



A robust gathering at M.E.B.A. Headquarters for the holiday party included (l-r) attorney Jacob Shisha, MSC Labor/Employer Relations Director Mike Morris, member Paul McCarthy, member Bill Sickles, CMES Instructor Rick Simonson, member Fil Gaylan, member and Counsel Nils Djusberg, member and Contracts Rep. Mark Gallagher, Baltimore Dispatcher Claude Pfeffer, Applicant Laura Beck, member Mike McFeeley, retiree Lou Martone, member Bill Hill, member Scott Ducharme and retiree Bob Vint.

## 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

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

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

**Seattle, WA**

March 8 & May 3 10 am - 4 pm

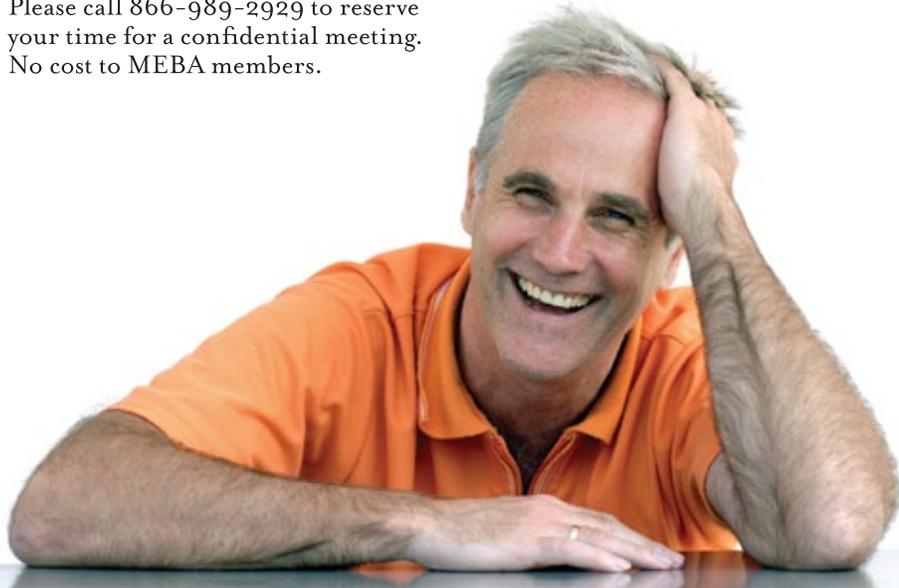
**Oakland, CA**

March 9 & May 4 10 am - 4 pm

**Long Beach, CA**

March 11 & May 6 10 am - 4 pm

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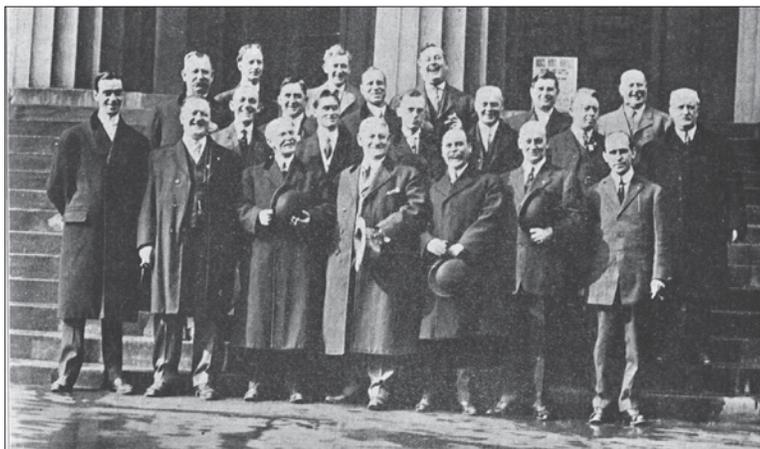
Investment product and services are offered through Wells Fargo Advisors Financial Network, LLC (WFAFN), Member SIPC. Johnstone Financial Advisors is a separate entity from WFAFN.



The interest factor for National Marine Engineers' Beneficial Association Conventions got turned up a notch beginning in 1906 when a little known band of high-spirited engineers began coordinating a slew of entertainment activities for the annual affair. The American Marine Engineers' Supply Men's Association was organized by many of the marine suppliers and manufacturing companies that frequently advertised in the M.E.B.A.'s newspaper, the *American Marine Engineer*. The group supplied the booze, kept the wives who accompanied Convention Delegates entertained, and charted out a series of high-stepping leisure activities including private dinners, vaudeville acts, nights on the town and multiple trips to the theater with the ladies of the party. The week-long festivities were capped off by the famous blow-out "Annual Smoker" timed with the conclusion of the National Convention. The Mayor of the

Convention city typically attended the affair along with a variety of top-level local glitterati. The group, which was later referred to as the National Marine Engineers' Supplymen's Association, even rubbed elbows with the President of the United States when the Convention was staged in Washington D.C.

The M.E.B.A. newspaper reported that the entertainment for 1911's six-day NMEBA Convention in St. Louis, MO was such a success that an array of new planning groups was created to help fine-tune the fun for the future. The 1912 Convention was thus aided by the formation of the "Theater Committee," "Entertainment Committee" "Reception Committee" and even a "Hall Committee" (???) among others to make sure M.E.B.A. downtime went smoothly. The Supplymen gatherings appear to have lasted until the late 1920s before the fun finally dried up. Or is that just what they told their wives?



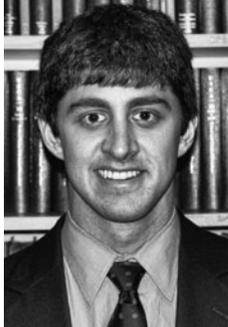
The fun-loving party boys of the Marine Engineers' Supplymen's Association during the 1911 "meetings" in St. Louis.

Following the 36th National M.E.B.A. Convention orchestrated in St. Louis in 1911, it was reported that the spirit of the M.E.B.A. founders seemed to pervade both business and social meetings throughout the week. The following program was provided at that year's Annual Smoker held at the Planters' Hotel on February 19.

"Here's to St. Louis, a pleasant variation on a long course of Washington."  
Piano Selections.....A. Zambrino

1. Quartette—Selected "Operatic Festival."  
Miss Bertha Seifert, Soprano.  
Miss Betty Delmo, Contralto.  
Mr. Stephano Pettine, Tenor.  
Mr. A. L. Pellaton, Baritone.  
Miss Eula Brunnelle, Violinist.  
Mr. Alfred Zambrino, Accompanist.
2. Stories.....C. L. Wait
3. Contralto Solo...Miss Betty Delmo  
"Here's to our sweethearts and wives  
—may they never meet."
4. Violin Solo...Miss Eula Brunnelle
5. Song of the Day.....Billy Murray
6. Soprano Solo...Miss Bertha Seifert
7. Verse and Worse....Jack Armour  
"A Turkish Trophy cigarette, a glass of foaming beer, a flow of wit, of song a bit, good fellowship and cheer."  
"Let all the cares that on you prey, like Bagdad incense, float away."
8. Baritone Solo..Mr. A. L. Pellaton
9. The Pleasing Comedienne,  
Miss Blanche Boyd
10. Tenor Solo..Mr. Stephano Pettine
11. The Dainty Soubrette,  
Miss Frankie Martin
12. Finale .....Quartette  
Misses Seifert and Delmo and  
Messrs. Pettine and Pellaton.  
"May we find no light in the hallway, nor wife perched on the stairs."

A very pleasing variation in the entertainment was the presentation to the retiring president of the Supply Men's Association, Mr. Jack Armour of *Power* and the *Engineer*, of a very handsome mackintosh and silk umbrella, which Jack in happy vein declared he needed. Some of his friends have been trying to figure out the combination.



**Matt Dwyer**  
*Director of Legislative Affairs*  
American Maritime Congress

## AMC Perspective

On January 19th, democrat Martha Coakley was defeated by Republican Scott Brown in the Massachusetts special election to replace Senator Edward Kennedy. The upset was a surprise to the country and drove health care reform to a screeching halt as Senate Republicans gained the ability to block democratic proposals. Whether good or bad, legislators in Washington have been forced to place health care reform on the back burner in order to consider other pressing matters. This could not be better news for the maritime industry which has various issues pending before Congress.

The American Maritime Congress, in conjunction with other maritime representatives, has ramped up its effort to garner support for the Maritime Security Program. Although the program is backed by the Administration, Congress, the Department of Defense, and is authorized through 2015, the MSP is subject to yearly appropriations. Further complicating the issue, the President has recently announced a proposed three-year spending freeze for the federal government. Although the AMC is confident that the MSP will not be subject to this freeze, it is increasingly vital to gather vast support in the Administration as well as in Congress to ensure that the program remains fully funded.

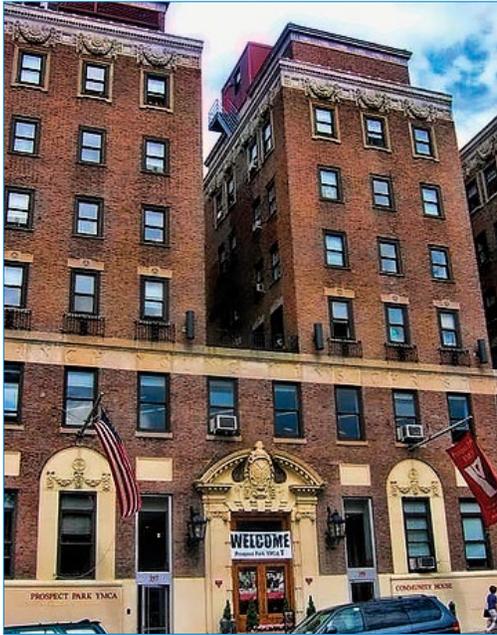
The AMC is working with Overseas Shipholding Group, unions, and other associations to promote legislation that would encourage investment in the U.S.-flag. The American Shipping and Reinvestment Act (H.R. 2542) would allow American-owned shipping companies with foreign subsidiaries to invest certain foreign earnings in U.S. shipping operations. Unfortunately, as the law is currently written, U.S. shipping companies are prohibited from investing their foreign earnings in their U.S. fleet. This legislation would not only produce seafaring jobs but would spur shipbuilding and longshore work as well. With the help of Senator Maria Cantwell and Congressman Jim McDermott, the AMC is hopeful that this legislation will be included with any of the various tax or job bills slated to move in the coming months.

Another tax related maritime provision pending before Congress is H.R. 3370. Currently, under the Merchant Marine Act of 1936, United States shipping companies are able to establish a tax deferred Capital Construction Fund in order to accumulate the capital necessary to build vessels in United States shipyards. Unfortunately, current law does not allow for a company to make qualified withdrawals from the fund in order to perform maintenance and repair of its vessels in an American shipyard. The legislation, introduced by Congressman Artur Davis, would expand the permissible use of CCF funds to include the maintenance and repair of vessels in U.S. shipyards and would generate job opportunities for American shipyard workers as well as for American workers in related service and supply industries.

In an effort to increase awareness of the importance of America's maritime industry and the U.S.-flag, the AMC has joined other associations, unions, and companies to plan for the first ever Maritime Industry Congressional Sail-In. On May 13th, a diverse group of maritime representatives will walk the halls of Congress in order to drum up support for key maritime issues. Regrettably, many Congressional friends of the industry have left the Hill. In order to maintain and preserve a vibrant U.S.-flag Merchant Marine, it is vital to have friends in Congress who will fight for the issues affecting the industry. Industry representatives will be visiting the offices of friends as well as strangers in order to demonstrate maritime's importance to the economy as well as national defense.

If you have any questions or concerns, please do not hesitate to contact the AMC at (202) 347-8020 or by mail at 444 North Capital Street, NW, Suite 800, Washington DC, 20001 or e-mail at [amc@americanmaritime.org](mailto:amc@americanmaritime.org).

## Seafarers Safe Haven Residence Has Openings for Retired Seafarers



Retired seafarers may be able to secure a room at the Prospect Park YMCA in Brooklyn, New York. Call or write the Seafarers Safe Haven for further information.

Seafarers Safe Haven at the Prospect Park YMCA in Brooklyn has several permanent rooms available for retired seafarers. These rooms are complemented by a communal lounge with cooking facilities, a comfortable seating area and a library.

This shared space fosters a strong community among the seafarers, and a sense of connection with the broader community of the Prospect Park YMCA. Residents can use the recreational facilities at the YMCA, and have access to surrounding institutions including the Brooklyn Botanical Gardens, Brooklyn Public Library and Prospect Park.

The development of the residential facility has served as a springboard for the development of programming for the retired seafarers. Special activities and events are developed based upon the interests of residents, and have included trips to the maritime museum in Mystic, Connecticut, special dinners for the residents, movies and discussion groups.

Seafarers Safe Haven currently has several vacancies available. Applicants for Seafarers Safe Haven must meet the following eligibility requirements:

- Seafarer must be retired from active maritime service.
- Seafarer must have at least ten years of seetime (vacation time not to be included in seetime total) documented by discharges and US Coast Guard records.
- Seafarer must be receiving social security and/or pension benefits. Income cannot exceed \$28,000 per year.
- Seafarer must be clean, sober and able to handle semi-congregate living.

For more information, please contact Herb Reiss, Director of Seamen's House, at (718) 768-7100, extension 122, or write to:

Seamen's House  
Prospect Park YMCA  
357 9th Street  
Brooklyn, NY 11215

*Seafarers Safe Haven was made possible by the generous support of the ITF Seafarers' Trust*

The Seamen's House provides permanent housing for retired, low-income seafarers and a wide range of needed services to working seafarers at the Ports of New York and New Jersey. When it was first opened in the 1930s, tens of thousands of sailors docked in New York City's ports needing a place to stay for the night. At the time, Seamen's House was there to provide temporary housing. Today, active seafarers spend hours rather than days in port, however retired seafarers face an acute shortage of permanent, affordable housing. Seamen's House evolved to meet these issues. A wing of 12 housing units called Seafarers Safe Haven is now occupied by retired seafarers.

Social Programs for Retired Seafarers are offered to residents, including an exercise program and healthy cooking. A team of onsite social workers is on hand to help residents with any problems, and health services are provided by visiting nurses. A team of staff and volunteers, including retirees, visits ships at the Red Hook Terminal and locations throughout the Ports of New York and New Jersey. Seamen's House offers two services to working seafarers that no other seafaring agency provides. They bring wireless laptops on board ship so that seafarers can email home and read their local newspapers online. And they bring the YMCA's health and wellness expertise to them, showing them the many benefits of exercise through classes and handing out free equipment.



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# The Allure of Early Retirement

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

For many people, the idea of retirement is enticing. Perhaps the greatest allure is the ability to pursue long delayed opportunities such as family activities, travel, hobbies or even new and rewarding employment. But retiring comfortably and being able to do the things you dream about requires a steady stream of income that lasts over your life expectancy and in many cases provides survivor income as well. Maritime professionals often have the option of an early retirement, however, the earlier you retire, the more important it is to manage your retirement assets wisely.

It is unlikely that your retirement income will be as lucrative as going to sea. Take the necessary steps to make living on your retirement income comfortable and secure:

- Reduce debt, especially high interest consumer loans
- Have an emergency fund / cash reserve account equal to six months living expenses
- Assure adequate insurance coverage – health, life, property, long-term care, liability...

An early retirement investment strategy presents risks and only makes sense if you:

- Have saved enough money in addition to your accrued pension benefits
- Make prudent investment choices during retirement
- Withdraw money at a reasonable rate
- Adjust your spending habits, stay on budget and have reasonable expectations
- Be willing to supplement your retirement income with additional employment

Many early retirees have utilized Internal Revenue Code Section 72(t)(2)(A)(iv), referred to as 72(t), to access their retirement assets prior to age 59 ½ and avoid the 10% premature distribution penalty. This approach provides broad planning flexibility and allows a retiree to retain control of their assets. 72(t) also allows the retiree to customize their beneficiary designations and provides the opportunity for legacy and estate planning. 72(t) can be complex and if not implemented correctly will create significant tax penalties. Please contact us with specific questions related to 72(t) and how it may apply to you.

Seek out a competent and qualified financial professional to help you develop a solid financial plan specific to your goals and objectives. Be sure you have considered all of your options before making irrevocable decisions. Only then can you be confident you are making well informed decisions tailored to your unique needs.

About the author: Mark E. Engberg is a CFP® professional and holds a B.S. in Finance. He graduated from the Calhoun 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.

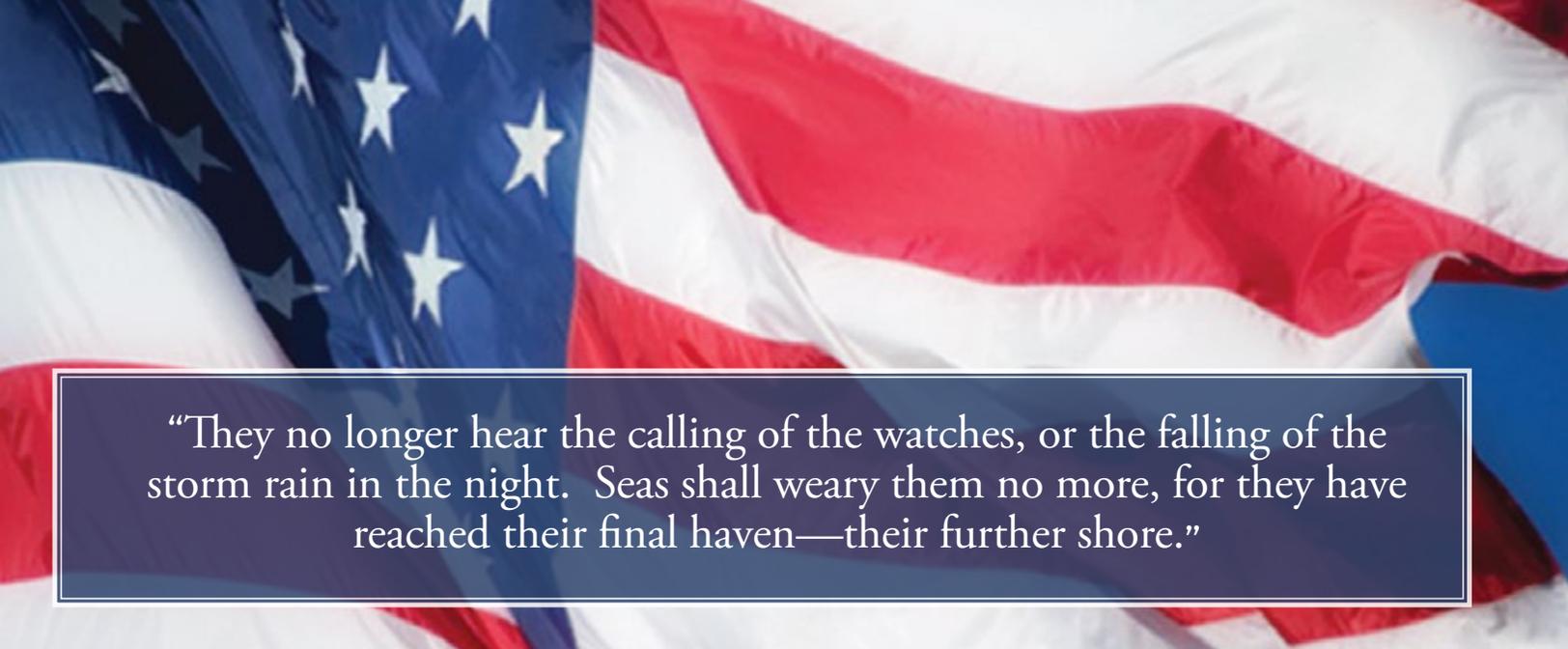
Working closely to support Mark and his maritime clientele are: Stephanie Brown, MBA, Executive Account Administrator, Angie Haray, Client Service Associate, and Bruce W. Robson, CFP®. Bruce has over 25 years financial service experience, including an extensive tax background. He also has two immediate family members who are active / sailing officers in the US Merchant Marine.

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 for mariner specific resources.



L. to R. - Stephanie Brown, Bruce Robson, Angie Haray and Mark Engberg.



“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



**ANDREW M. ARCHER**

The keys went silent for Andrew Archer on June 22, 2009 at the age of 91. He was a proud member of the Radio Officers Union

which later became District No. 3 of the M.E.B.A. His parents were immigrants from Russia who settled down in North Dakota a few years before Andrew was born. Andy served in the U.S. Army Signal Corps for 3 ½ years during World War II as a Radio Operator in the European theater. He later finished high school in Los Angeles and joined up with the ROU. In that capacity he traveled the world for 33 years, visiting Japan over 60 times. He last shipped out in 1982 for Waterman Steamship aboard the SS RUTLEDGE before filing for retirement. Brother Archer was a resident of Ojai, CA. His ashes were scattered at sea off the Ventura coast in a private family ceremony.



**GARY L. BLAKESLEY**

Gary Blakesley steamed into the sunset on November 17, 2009 at the age of 57 while onboard his sailboat in Anacortes, Washington.

Gary only just retired in June of last year after a noteworthy career at sea with various shipping companies including Matson Navigation for which he sailed shortly before his retirement. He loved outdoor activities and enjoyed frequent bicycle rides in the woods surrounding Anacortes. Friends and shipmates interested in making donations in his honor can contribute to the Anacortes Community Forestlands conservation easement program to preserve that land. ([www.cityofanacortes.org/parks/forestlands/index.htm](http://www.cityofanacortes.org/parks/forestlands/index.htm))

Brother Blakesley is survived by his wife and sailing partner Claudia Cimini, children Colin and Allegra, mother Laura, brother Greg, sister-in-law Salli, nephew Sam, niece Anna and many friends.

**JAMES O. BUCK**

James Buck eased into the firmament on March 27, 2009 at the age of 97. His sailing heyday was in the 1950s and '60s, when he collected the bulk of his 21 years of pension credit turning wrenches and keeping his engine rooms running smoothly. He sailed for a great variety of shipping companies including Grace Lines, States Marine, Moore McCormack and Waterman Steamship. In the early 1970s, he wound down his seafaring career and worked various night relief jobs out of the West Coast before filing for retirement. Brother Buck was a resident of Kent, WA. He is survived by his wife Lois and daughter Carol Mathers among others.

**GLENN W. CONNOR**

Glenn Connor sailed off toward his final port call on April 18, 2009 at the age of 84. He first suited up in an M.E.B.A. boiler suit as a member during World War II in 1943. His wartime contributions were invaluable and his commitment and expertise aboard ship continued during his service in peacetime. Brother Connor earned 20 years of pension credit along

the way to his 1963 retirement. He retired from the sea as a Chief Engineer then went to work for INA insurance, which eventually merged with Cigna Insurance. He worked in their loss control department for 25 years until his retirement. Wanting to keep busy, Glenn also became a Certified Inspector for carnival rides, which helped him keep busy in his spare time. Glenn really enjoyed fishing, was an avid bridge player and an enthusiastic Red Sox fan. He was a loving husband and father who was loved by all for his sense of humor. He was a resident of Malden, MA. Glenn is survived by his wife Helen and daughter Stacey Connor among others. He was interred at St. Patrick's Cemetery, Stoneham, MA.



### RICHARD W. CRIMP

Richard Crimp set course for calmer waters on October 1, 2009 at the age of 60 after a courageous battle with lung cancer.

Brother Crimp was born in Framingham, MA and completed Paul Smith's College in New York before pursuing his love of the sea. He was first in his class at the Calhoun M.E.B.A. Engineering School in Baltimore where he graduated in 1980. As a merchant mariner, Dick shipped out extensively as a 2nd A/E to many foreign countries in his 15 years of service with the M.E.B.A. He is survived by his mother, Margaret Guise, sister, Nancy Malick, and foster brother Bernard Cohen. Also surviving are his stepsisters, Patricia Iaconis, Sharon Keniston, Suzanne Barber and their families. Dick also leaves his extended family of brothers and sisters, Susan Muise, Lynn Dougherty, Debra Walkowiak, Brenda Langlois, Eugene Langois, Jamie Learned, Ronald Lowe and their families. He also sadly leaves his partner, Linda Boire who he called "the love of my life," and her children, Matthew and Jason. As a couple in 1968, Dick escorted Linda to her Keeseville Central High School prom. Thirty-five years later, in a twist of fate, they were reunited and spent Dick's remaining six years counting their blessings to have found each other again.

### STANLEY N. CRNOBORI

Stanley Crnobori shipped off toward his final destination on April 9, 2009 at the age of 94. As a member, he shipped out to the four corners of the earth in the 1960s and early 1970s earning over 12 years of pension credit. He was a member of the Brotherhood of Marine Officers (the BMO pension plan merged into the MEBA Pension Trust in late 1981). Brother Crnobori was a resident of Delray Beach, FL and is survived by many family and friends.

### JOSEPH S. CRUZ

The creator rang down 'finished with engines' for Joseph Cruz on July 2, 2009 at the age of 93. He had a long and fruitful career at sea that earned him many friends and respect for his expertise and efficiency. He last shipped out for APL aboard the PRESIDENT EISENHOWER before his 1984 retirement. Brother Cruz was a resident of Albany, CA and is survived by his son Joseph and daughter-in-law Carolyn among others.

### RICHARD H. FELTNER

Richard Feltner eased into eternity on July 29, 2009 at the age of 82. He was a radio officer who kept the communication lines open during many voyages for a variety of shipping companies. He last sailed out in 1988 aboard the LASH ATLANTICO with Coastal Barge Corp. Brother Feltner is survived by his wife Gloria, daughter Sherry Maxwell, sons Richard and Bill, brother George, grandson Michael Maxwell, and great grandsons Zachary and Nicholas Arrowood.

### GLADSTONE T. FORD

Gladstone Ford sailed into safe harbor on September 21, 2009 at the age of 97. He put in many productive years at sea sailing for a variety of shipping companies and crossing the globe countless times. Brother Ford last shipped out with Sea-Land Service in 1980 shortly before his retirement. He is survived by his daughter Annette Langley among others. He joins his wife Sylvia in death.

### VITO GENTILE

Eight bells rang for Vito Gentile on September 12, 2009 at the age of 91. He started shipping out with the M.E.B.A. as a Junior Third Assistant during World War II aboard the SS PACO and was sailing as Chief by the end of the decade. Other vessels he kept running smoothly in the 1940s included the FRANCIS SCOTT KEY (Lykes Bros.), FRANK G. DRUM (Associated Oil), SS BALDHILL (Keystone Tankers), HENRY L. HOYT (General S/S) and SANTA MONICA (Grace Lines). He last shipped out in 1962 aboard the SS GOPHER STATE with States Marine. Brother Gentile was a resident of Las Vegas, NV and is survived by his daughter Yolanda Gentile among others. He joined his wife Bessie on the eighth anniversary of her death.

### MILFORD L. HALL

Milford Hall rose above the horizon on April 14, 2009 at the age of 90. He suited up with the Union in 1946 and strung together a fine shipping career punctuated with 26 years of pension credit that served him well following his 1984 retirement. He last shipped out with the Alaska Marine Highway System. Brother Hall was a resident of Perry Hall, MD and is survived by many family and friends.

### VERN E. HAYES

Vern Hayes sailed into the sunset on May 16, 2009 at the age of 95. He made membership during World War II and continued supporting his country and Union with his polished engineering skills and commitment to the job. He collected 25 years of pension credit in a noteworthy career that wound down in 1980 after a final voyage aboard the APL ship PRESIDENT MADISON. Brother Hayes was a resident of Deer Park, WA and is survived by many family and friends.

### LEO J. HAYWARD

Leo Hayward crossed the final bar on March 28, 2009 at the age of 85. He joined the M.E.B.A. during World War II and quickly demonstrated his expertise at sea sailing as Chief Engineer at an early age. Brother Hayward racked up over 36 years of pension credit during a steady and distinguished career that continued until his retirement in 1983. He was a resident of Jonesport, ME and is survived by his wife Janet among others.

### FLOYD H. HOLT

Floyd Holt sailed into another life on September 8, 2009 at the age of 87. Floyd made his mark on the Union with his professionalism and work ethic that benefited many a shipping company. He served his country during World War II and continued sailing in peacetime ensuring a strong Fourth Arm of Defense. Brother Holt is survived by his wife Stephanie and children Douglas and Bonnie.

### PETER KALTSIDIS

Peter Kaltsidis set sail for uncharted waters on November 13, 2008 at the age of 96. He suited up with the M.E.B.A. in the 1940s and sailed on behalf of Union and country through peace and war as he accumulated over 20 years of pension credit. He last shipped out in 1968 before filing for retirement and settling down in New York City. Brother Kaltsidis is survived by many family and friends.

### JOHN T. KANALEY

John Kanaley went to his last reward on March 19, 2009 at the age of 51. He began as a member in 1981 and shipped out for various companies including U.S. Lines before coming onto the beach and seeking shoreside work in 1986. Brother Kanaley was a resident of Dublin, CA and is survived by his wife Pam and son John among others.

### MILTON E. KELSEY

Milton Kelsey made his final crossing on May 12, 2009 at the age of 87. He began his long and colorful career with the Union in 1948 when he began amassing the first of his 32.5 years of pension credits. By 1985, Brother Kelsey wrapped up work with Boston Towboat and filed for a deserved retirement which he spent mainly in Quincy, MA. He is survived by his wife Margaret and daughter Karen Lamb.

### NICHOLAS A. LaFORGIA

Nicholas LaForgia departed this life on February 13, 2009 at the age of 82. He was a member of the National Maritime Union who joined up in 1945. During the brief merger between NMU and the M.E.B.A., he served as the New York Port Agent for the unlicensed. Brother LaForgia was a resident of Whitestone, NY and is survived by his wife Ann among others.



### PAUL LEWICKI

The keys went silent for Paul Lewicki on July 3, 2009 at the age of 82. Paul was a Radio Officer who started sailing in ship radio shacks for the ROU in 1945. He sailed for United Fruit aboard the ONEIDA VICTORY and SEDALIA VICTORY and for U.S. Lines aboard the AMERICAN IMPORTER among many other vessels. Brother Lewicki retired in 1967. He was a resident of Rome, New York where he was born and leaves behind many family and friends.

### FRANKLIN D. MANN

Frank Mann made sail for the Undiscovered Country on May 29, 2009 at the age of 76. He was a reliable force in the engine room who kept his ships humming. Brother Mann worked hard during his seafaring career and he enjoyed his retirement from his Columbia, NC home after wrapping up his final job with Chesapeake & Ohio Railroad. Among others, he is survived by his sister Peggy

Gray. He joins his wife Dorothy who died in 2001.

### IGNAZIO V. MOROSO

Ignazio Moroso embarked on his final passage on August 20, 2009 at the age of 87. He served his country in World War II at a young age then continued making significant contributions during peacetime as well. His dedication and expertise helped afford a comfortable retirement that began in 1985 and was mainly spent in Athens, Greece. He last shipped out with Farrell Lines aboard the EXPORT PATRIOT. Brother Moroso is survived by wife Antonia and children Nicky and Mark.



### JOSEPH E. MULKEY

Joe Mulkey pushed off toward his final frontier on June 24, 2008 at the age of 70. Joe was a 1959 graduate of the U.S. Navy's Machinist Mate School.

He was in the U.S. Navy for 10 years, serving in the Cuban Missile Crisis contingency and the Vietnam War. He continued his education at the Calhoun M.E.B.A. Engineering School. During his 25 years at sea, Joe participated in major Military Sealift Command operations including the Gulf War, United Nations peacekeeping in Haiti, Central America Hurricane Mitch relief as well as other shipping work. He retired as a Chief Engineer in 2002 after a final stint with Keystone Shipping. Brother Mulkey also served as a construction supervisor for 10 years, building refineries, chemical plants and paper mills. His family said, "He loved to tell a good story and enjoyed Cajun and Creole cooking." Survivors include his wife Patricia; daughters Tianna Johnson, Camille Schneider, Ashley Miller and Patricia Milam; seven grandchildren; brother Michael Mulkey; sisters Maggie Hauck, Mary Cannon and Melody Doescher; and seven nieces and nephews.

### JEAN CARRUTH NELSON

Jean Nelson reached his final shore on May 30, 2009 at the age of 87. He was a U.S. Marine Corps veteran of World War II with a deployment in the South Pacific. He worked in the oil refinery industry then joined the M.E.B.A. for a lengthy shipping career that wrapped up with his retirement in 1988. Jean's final days were spent at St. Joseph's Hospice in Baton Rouge. Brother Nelson is survived by his brother William Nelson and nephews David and Robert Nelson.

### FRANCIS M. PAK

Francis Pak sailed toward safe haven on June 10, 2009 at the age of 61. He was a hardworking member who strung together some good years at sea and retired while still a young man. He last sailed for Lykes Bros. Steamship aboard the HOWELL LYKES in 1997. Brother Pak is survived by many family and friends including girlfriend Mary Valenti.

### RADFORD L. PALMORE

Radford Palmore climbed the gangway to the great beyond on February 18, 2009 at the age of 94. His membership began early in World War II and he helped keep the supply lines open as the Merchant Marine enabled our troops to victory. He also supported our country in two more wars and was a stalwart in the engine room as he racked up 25 years of pension credit in a career that wrapped up at the end of the 1960s. He last shipped out with U.S. Lines. Brother Palmore was a resident of Phoenix, AZ and is survived by many family and friends. He joins his wife Catherine who died in 1990.

### HENRY PARKER, JR.

Henry Parker cast off toward his eternal reward on September 17, 2009 at the age of 81. Henry traveled the world many times while turning wrenches and keeping his ships running smoothly. He last shipped out in 1980 then settled down to retirement in Reno, NV. Brother Parker is survived by his wife Marilyn, and other friends and family including Derinda Powley, Brent Parker and Sandra Hazen.

### GENE H. SKOVBO

Gene Skovbo made sail toward his final rest on April 3, 2009 at the age of 90. His membership with the Union in 1942 enabled him to make crucial contributions to the war effort and he continued sailing through Korea and Vietnam as well as during many productive years in peacetime. Gene earned 30 years of pension credit during a steady career that wound down in 1983 with his retirement after a final job with Sea-Land Service. Brother Skovbo was a resident of Olympia, WA. He is survived by his wife Carell, daughters Norma Downing and Roberta Hawkins, and son Michael Skovbo.

### DANIEL O. SPENCE

Daniel Spence crossed the great divide on May 17, 2009 at the age of 91. He joined up in 1977 and sailed on a variety of ships including LNG vessels with Energy Transportation Corp. He retired in 1993 after pulling in 17 years of pension credit then settled down in Weirton, West Virginia. He later moved to a retirement center in Bellaire, Ohio. He is survived by his wife Janet and son Jay Spence.

### JAMES R. STANSELL

James Stansell sailed into the next life on March 18, 2009 at the age of 74. He suited up as an M.E.B.A. member in 1967 and performed amazing work on the high seas as he earned almost 27 years of pension credit over the next few decades. In 1995, after a final job with Sea-Land Service, he filed for retirement and began to enjoy the fruits of his labor. Brother Stansell was a resident of Mansfield, LA. He is survived by his wife Donna among others.



### BORIS COLVIN (CAL) STEVENSON

Cal Stevenson rang up "finished with engines" on December 20, 2008. He was 65 years old. Cal was born and raised in Sacramento, California, and following High School he enrolled in the California Maritime Academy. He attended CMA from 1962 to 1965 and graduated just in

time to participate in the Vietnam War Sealift. Cal sailed for numerous West Coast Shipping Companies including Matson Navigation, American President Lines, Pacific Far East Lines and States Lines Steamship Company among others. His first trip on his license was in July of 1965 on Matson's two-stacker, the SS LURLINE. He sailed on the CHINA BEAR (Cadillac Mariner PFE) and also the HUNTER VICTORY – Santa Claus special run (APL). He finished his career as First Assistant on the CAPE INSCRIPTION (ex-States Line Ro-Ro). Cal sailed out of the San Francisco M.E.B.A. Hall during his whole career as a Marine Engineer.

Off the ship, he was very active on the Santa Cruz waterfront where he helped such yachting greats as Bill Lee and the Moore Brothers with their mechanical and electrical installations. He did minor to major remodeling for friends and clients using his carpentry and electrical skills to satisfy one and all. He loved to garden and plant flowers and vegetable gardens whenever he was on the beach at the appropriate time. Brother Stevenson leaves behind his son Bruce, and his sisters Ann Fulweiler and Jill Zumwalt.

### STANLEY J. WAWRZYNIAK

Stanley Wawrzyniak reached his journey's end on Oct. 21, 2008 at the age of 90. He served his country in World War II then continued shipping out across the globe for decades collecting over 20 years of pension credit. Brother Wawrzyniak was a resident of Feasterville, PA. He was the husband of the late Genevieve, father of Patricia Lappin, Robert and Jeanne. He is also survived by nine grandchildren and one great-granddaughter.

### ROBERT J. WINTON

Robert Winton steamed into the sunset on May 18, 2009 at the age of 93. He joined up with the Union in 1949 and crossed the globe many times while earning almost 22 years of pension credit. By the late 1980s, he was performing various night relief jobs on the West Coast for APL and Sea-

Land when he decided to file for retirement and settle down. Brother Winton was a resident of Huntington Beach, CA and is survived by his daughters Lyndsey Harrison and Christine Winton among others.



**DONALD S. WOOD**

Donald Wood, 83, crossed the final bar on May 11, 2009. A native of New Jersey, Don had resided in Oglethorpe, GA for the past 43 years with his wife

Margie. They had smooth and rough sailing over 46 years together. Don was highly thought of and well-loved by all who knew him for his cheerful greeting and caring ways for others. He was a Christian and patriot. He served in World War II, Korea and Vietnam. Don was a faithful member of the VFW; American Legion; Lion's Club and an NRA Endowment member. His lifetime pursuit of studied history, through

military events and military items, proved invaluable to many writers of magazines and books. This, his hobby and life, was devoted to doing his best and sharing with all. Survivors include his wife, Margie, a daughter, Michelle Esther Pellecchia of Dayton, N.J., two step-sons, Robert B. Cagle of Plymouth, WI and Charles D. Cagle of Oglethorpe, GA, a step-daughter, Patricia Hull Harvey of Macclenny, FL, six grandchildren and ten great-grandchildren. Ocean of depth – happy rest. Ever loved – ever gentle – ever forgiving.

**JAMES SOONG YAPLEE**

James Yaplee reached the end of the line on July 23, 2009 at the age of 82. James shipped out as a mariner for 54 years and worked on the Washington State Ferries for 9 years. He last sailed as a Chief Engineer with Matson Navigation shortly before his retirement in 1998. He was a resident of Seattle, WA. Brother Yaplee is survived

by his sons Terry, Danny and Reginald; daughter Peggy; grandchildren Cherisa, Jayson, Marcus, Elise, Shina, and Marika; and sisters Rose Louie and Daisy Chin. At Jimmy's request he was buried at sea.

**EDWARD J. ZUREK**

Ed Zurek sailed toward distant lands on April 18, 2009 at the age of 87. He was a valuable member of the Fourth Arm of Defense as U.S. merchant mariners braved dangerous waters to supply our troops overseas. Ed racked up almost 25 years of pension credit during his career with the M.E.B.A. that stretched until the end of the 1960s when he decided to enjoy his retirement after a final sea job with U.S. Lines. Brother Zurek was a resident of Massapequa, NY. He is survived by his wife Gloria among others.



Meeting  
Schedule

Port	February	March	April
Balt/Calhoun at CMES	Tues. 9	Tues. 9	Tues. 6
Boston	Mon. 8	Mon. 8	Mon. 5
Charleston	Wed. 10	Wed. 10	Wed. 7
Honolulu	Fri. 12	Fri. 12	Fri. 9
Houston	Tues. 9	Tues. 9	Tues. 6
Jacksonville	Mon. 8	Mon. 8	Mon. 5
L.A. (Wilmington)	Thurs. 11	Thurs. 11	Thurs. 8
New Orleans	Wed. 10	Wed. 10	Wed. 7
New York (New Jersey)	Thurs. 11	Thurs. 11	Thurs. 8
Norfolk	Thurs. 11	Thurs. 11	Thurs. 8
San Francisco (Oakland)	Tues. 9	Tues. 9	Tues. 6
Seattle	Mon. 8	Mon. 8	Mon. 5
Tampa	Thurs. 11	Thurs. 11	Thurs. 8

**Recent Retirees: Shifting into Reduced Operating Status**

Jimmie D. Alexander  
Charles D. Arnet  
John F. Beamon, III  
Kevin F. Behen  
Robert E. Benson  
Gregory A. Blakesley  
Michael R. Bommsbach  
Donald L. Boyce  
Stevin Byrd

Arthur Cunningham  
Alan G. Currie  
Eugene M. Ennesser  
Charles Feist  
Kevin J. Fuller  
Jeffrey P. Green  
William F. Heanue  
Paul S. Herman  
Pete E. Kourentzis

David M. Krym  
John K. Kuhr  
Michael J. Levasseur  
Harold A. McAllister  
Joseph P. McElhinney, Jr.  
Richard A. Pais  
"Scary" Larry Pitts  
Charles P. Ramsey  
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Patrick L. Schaefer  
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[Rjmellusi@sealawyers.com](mailto:Rjmellusi@sealawyers.com)

[Jshisha@sealawyers.com](mailto:Jshisha@sealawyers.com)

# M.E.B.A. Word Search

## Winter Edition



Use the clues below to find the missing words. Then find those words in the hidden search puzzle above.

- 1) Ship part seen in the M.E.B.A. logo.
- 2) Former CMES Registrar, recently retired.
- 3) Helps M.E.B.A.'s political clout on Capitol Hill.
- 4) Upcoming (late June) festivities at CMES that reunites shipmates.
- 5) Acronym for group that oversees Mariner Memorial at CMES.
- 6) Allows members to pay dues & fees with a click of the mouse.
- 7) Electronically purchase M.E.B.A. products online here.
- 8) M.E.B.A. website address (minus the dots)
- 9) M.E.B.A. crews this fleet of Government research vessels (acronym).
- 10) Govt. vessels crewed by M.E.B.A. that helps clear navigable waters.
- 11) City where M.E.B.A. was founded.
- 12) Government-owned, MarAd-managed vessels providing surge sealift capability.
- 13) Helps offset cost of bringing you the world's greatest publication—*The Marine Officer*, at a great price (free).
- 14) Location of Seafarers Safe Haven detailed in this issue.
- 15) Preeminent maritime awards function staged in New York City (acronym).
- 16-19) Names of four ASM/Patriot-managed LMSRs crewed up by expert M.E.B.A. officers.
- 20) MM&P recently moved into what M.E.B.A. Union hall in a cost saving arrangement.

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## HEADQUARTERS

444 N. Capitol Street, N.W.,  
Suite 800  
Washington, DC 20001-1570  
Phone: 202-638-5355  
Fax: 202-638-5369  
E-mail: mebahq@mebaunion.org  
www.meba.us

M.E.B.A. Staff  
Nils Djusberg, Legal Counsel  
Mark S. Gallagher, Contracts

## Government Fleet

Randi Ciszewski, Govt. Fleet Rep.  
Phone: (202) 841-4252  
randic@mebaunion.org

## PORTS

### Baltimore

Tom Suneson, Branch Agent  
1003 Eastern Avenue  
Baltimore, MD 21202  
410-685-5354 or 5353  
Fax: 410-685-5355  
baltimore@mebaunion.org

### Boston

Bill Campbell, Representative  
Marine Industrial Park  
12 Channel St., Suite 606  
Boston, MA 02210  
617-261-2338 or 2339  
Fax: 617-261-2340  
boston@mebaunion.org

### Charleston, SC

Jack McGinnis, Rep.  
4706-A Spruill Ave.  
N. Charleston, SC 29405  
843-744-5088  
Fax: 843-744-4979  
jmcginnis@mebaunion.org

### Cleveland

Salvatore Zingales, Rep.  
101 Erieside Ave.,  
Room 202, Dock 30  
Cleveland, OH 44114  
216-579-MEBA (6322)  
Fax: 216-771-9829  
Plans: 216-771-9830  
Plans Fax: 216-771-9831  
cleveland@mebaunion.org

### Honolulu

Adam Vokac, Rep.  
707 Alakea St.  
Honolulu, HI 96813  
808-533-1910  
Fax: 808-533-1911  
honolulu@mebaunion.org

## Houston

Dana Woodruff, Branch Agent  
Mike Dunklin, Patrolman  
316 Broadway  
Houston, TX 77012  
713-923-9424  
Fax: 713-923-2749  
houston@mebaunion.org

## Jacksonville

Joe Blunt, Rep.  
349 E. 20th St.  
Jacksonville, FL 32206  
(904) 765-6100  
Fax: (904) 765-4050  
jacksonville@mebaunion.org

## Los Angeles/Wilmington

Larry Young, Branch Agent  
533 N. Marine Ave.  
Wilmington, CA 90744-5527  
310-548-7358  
Plans: 310-547-1264  
Fax: 310-984-1409  
losangeles@mebaunion.org

## New Orleans

Marc Huber, Gulf Coast V.P.  
Wilfred Jones, Patrolman  
811 Carondelet St.  
New Orleans, LA 70130  
504-523-1884  
Fax: 504-523-6911  
Plans: 504-523-5542  
neworleans@mebaunion.org

## New York/New Jersey

Bill McHugh, Atlantic Coast V.P.  
Chris Guerra, Patrolman  
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201-433-7700  
Fax: 201-433-7959  
Plans: 201-433-8286  
newyork@mebaunion.org

## Norfolk

Jeff Hauck, Rep.  
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Norfolk, VA 23508  
Offices: 757-440-1820  
Hallway: 757-489-2814  
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Plans: 757-440-2427  
norfolk@mebaunion.org

## San Francisco/Oakland

Mike Nizetich, Executive V.P.  
Jim Staats, Patrolman  
Christian Yuhas, Representative  
548 Thomas L. Berkley Way  
Oakland, CA 94612  
Office: 510-291-4912  
Dispatcher: 510-291-4917  
Fax: 510-835-0384  
Plans: 510-291-4919  
Plans Fax: 510-992-6121  
sanfrancisco@mebaunion.org

## San Juan

954 Ponce DeLeon Ave.  
Santurce, PR 00907  
787-724-3600  
Fax: 787-723-4494

## Seattle

Karol Kingery, Branch Agent  
Jim McCrary, Patrolman  
Jeff Duncan, WSF Rep.  
5527 Airport Way South  
Suite 101  
Seattle, WA 98108  
206-762-0803  
Fax: 206-762-6163  
seattle@mebaunion.org

## Tampa

Kevin Behen, Rep.  
4333 South 50th Street  
Tampa, FL 33619  
813-247-7223  
Fax: 813-247-6297  
tampa@mebaunion.org

## M.E.B.A. DIVISIONS City & Borough of Juneau (CBJ)

Ben Goldrich, Rep.  
229 Fourth Street  
Juneau, AK 99801  
907-586-6040  
Fax: 907-586-8216

## Professional, Office & Industrial Division (POID)

Jennifer Novinger, Rep.  
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Littleton, CO 80123  
720-283-1568  
Fax: 720-283-1569

## M.E.B.A. PLANS

**MEBA Benefit Plans**  
Allen Szymczak, Administrator  
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Baltimore, MD 21202  
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Toll Free: 800-811-6322  
Fax: 410-385-1813

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## San Francisco/Oakland

548 Thomas L. Berkley Way  
Oakland, CA 94611  
510-663-6810  
Fax: 510-663-6818

## M.E.B.A. AFFILIATES

### Association for Los Angeles Deputy Sheriffs (ALADS)

Pete Brodie, President  
Douglas McLellan, Vice-President  
2 Cupania Circle  
Monterey Park, CA 91755  
Phone: (800) 452-5237  
www.alads.org

### California Association of Professional Employees (CAPE)

Mark McNeil, President  
Carlos Clayton, Vice President  
1910 W. Sunset Blvd., Suite 600  
Los Angeles, CA 90026  
213-484-0400  
www.capeunion.org

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Erik Albertson, President  
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Manhattan Beach, CA 90266  
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www.lacola.org

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205 S. Broadway, Suite #508  
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(213) 620-1402  
www.mymcia.org

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Daniel Reynolds, President  
1700 N.W. 66th Ave., Suite 100  
Plantation, FL 33313  
954-797-7575  
www.federationmembers.org

## Professional Aviation Safety Specialists (PASS)

Tom Brantley, President  
Mike Perrone, National V.P.  
1150 17th St., N.W., Suite 702  
Washington, DC 20036  
202-293-7277  
www.passnational.org

## Unión de Ingenieros Marinos (U.I.M.) – Panama

Vladimir A. Small O.  
Secretario General  
Luis Yau Chaw,  
Counselor  
P.O. Box 0843-00122  
Panama,  
Republica de Panama  
011 507 314 0302  
abim\_meba@cwpc.net.pa

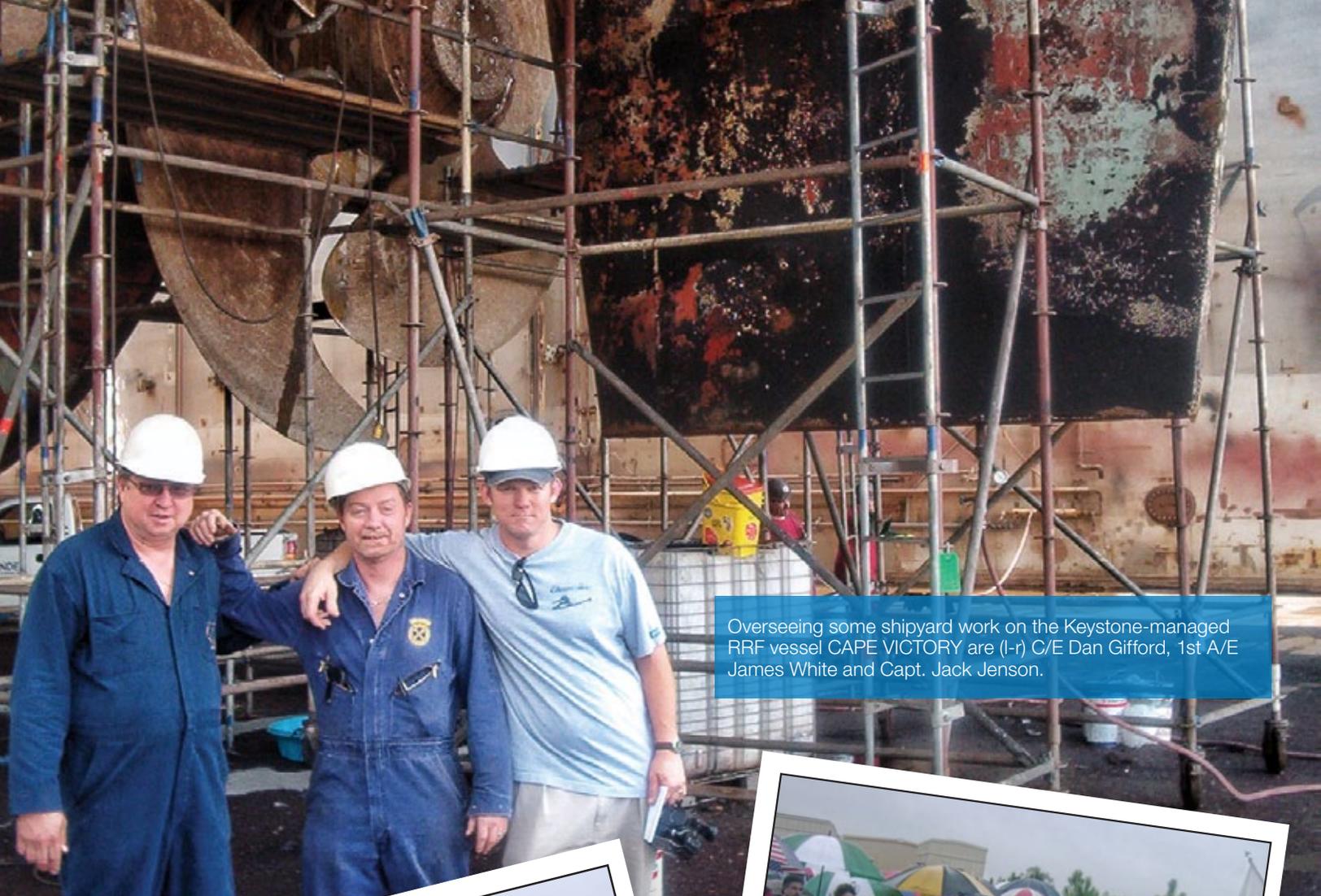
## AMERICAN MARITIME CONGRESS (AMC)

Matt Dwyer, Legislative Director  
444 North Capitol Street, N.W.  
Suite 800  
Washington D.C. 20001  
202-347-8020  
Fax: 202-347-1550  
www.americanmaritime.org

## INTERNATIONAL TRANSPORT WORKERS FEDERATION (ITF)

Anthony Sasso, ITF Inspector  
P.O. Box 321021  
Cocoa Beach, FL 32932  
321-784-0686  
Cell: 321-258-8217  
Fax: 321-784-0522  
sasso\_tony@itf.org.uk





Overseeing some shipyard work on the Keystone-managed RRF vessel CAPE VICTORY are (l-r) C/E Dan Gifford, 1st A/E James White and Capt. Jack Jenson.



Member Kevin DeSue holds the Merchant Marine flag along with representatives of the other branches of service at the recent dedication of the new Veterans National Cemetery in Jacksonville.



World War II veteran Paul Washburn and M.E.B.A. Chief Engineer Jimmy Curran in a moment of reflection as they honor vets from all services (including the Merchant Marine) at the new Veterans Cemetery in Jacksonville.



M.E.B.A. Branch Agent Tom Suneson (at right) with World War II vets Paul Washburn (center) and Dave Swan at the Jacksonville cemetery dedication.