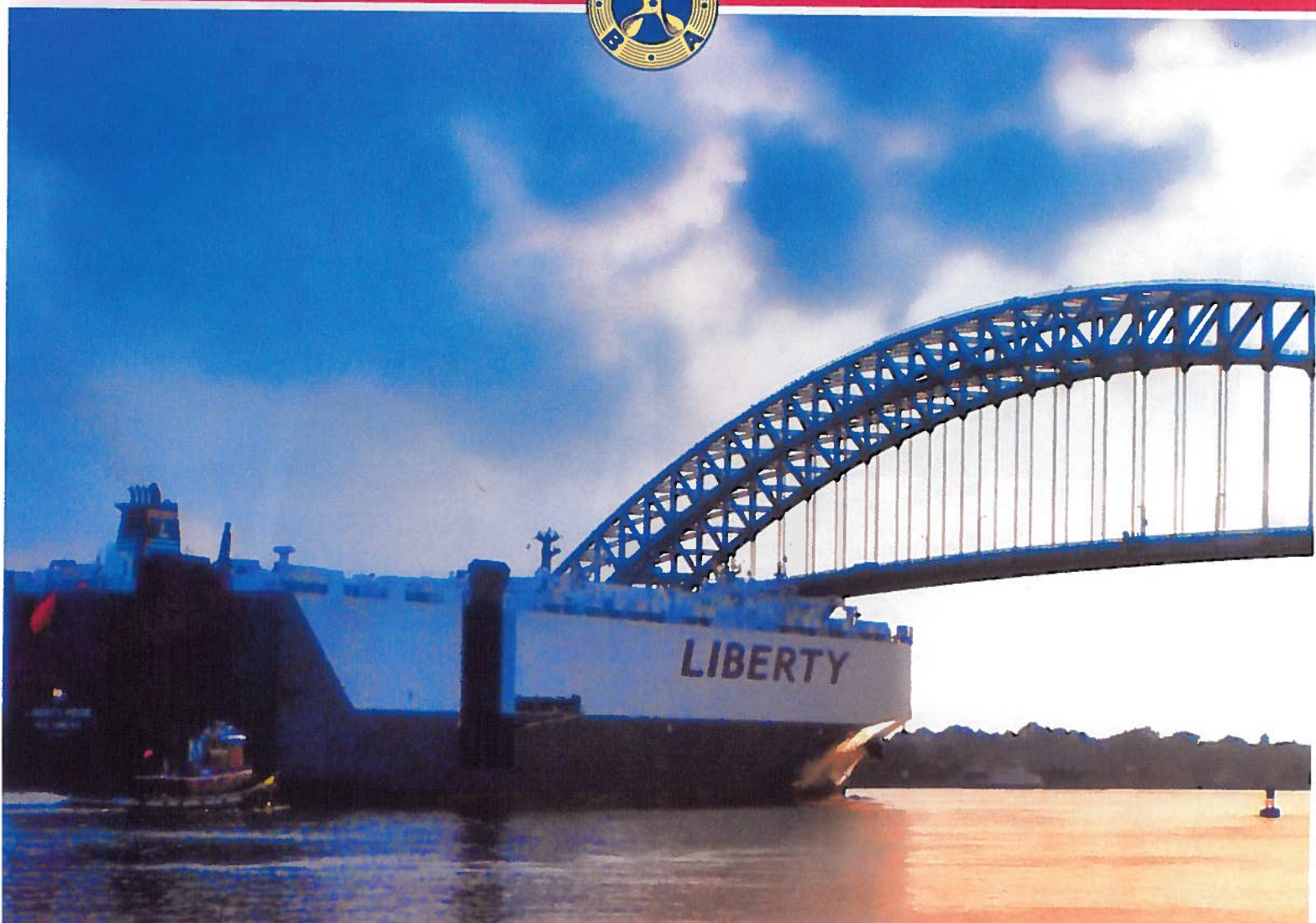


# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



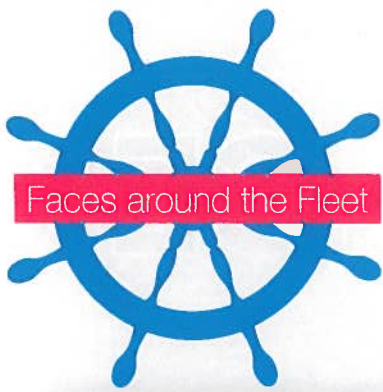
Fall 2009



# M.E.B.A.

# Delivering the Goods





Faces around the Fleet



Several Honolulu-based members attended Rep. Neil Abercrombie's birthday fundraiser in support of his bid to become the next Governor of Hawaii. Left to Right are Paul Dery, Honolulu Representative Adam Vokac, Steve Erickson, Congressman Neil Abercrombie, Darryl Osborne, Howard Feldan, Matt Desenfants and Luke Kaili. Also attending but not pictured was Ross Lee.



The "Dirty Dozen" who participated in the Calhoun Alumni Association's golf tournament that took place in July in Myrtle Beach, S.C. Left to right are Dan Bannan, Doug Sier, Brian Jennings, Mike McFeeley, M.E.B.A. Secretary-Treasurer Bill Van Loo, Bob Smith, Ken Buck (President of the Retired Deep Sea Chiefs Association), Gerard Dundon, Doug Sier, Jr., Bob Bannan, CAA President Mike Fanning and Bob Huffman (U.S. Army, ret.).



C/E Bradley Ducharme aboard the OVERSEAS GALENA BAY. The ship is a double-bottom product tanker managed by OSG Ship Management.

## ON THE COVER

The LIBERTY PRIDE sailing under the NY/NJ Bayonne Bridge for the first time. The PRIDE is a new U.S.-flag vessel brought in by Liberty Maritime Corporation. The ship is crewed by M.E.B.A. deck and engine officers and is delivering key military equipment to our forces overseas.

## MARINE OFFICER

The Marine Officer (ISSN No. 10759069) is published quarterly (January, April, July, October) by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO).

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Periodicals Postage Paid at  
Washington, DC

POSTMASTER:  
Send address changes to the  
Marine Officer  
444 N. Capitol Street, NW, Suite 800  
Washington, DC 20001-1570,

Visit the M.E.B.A. website at  
[www.meba.us](http://www.meba.us)



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:

In the last issue of the *Marine Officer*, I wrote about the brash pirate attacks on M.E.B.A.-crewed vessels. These attacks vividly illustrate the everyday dangers of serving in the US Merchant Marine. However, threats to members' physical safety are not the only hazards facing our way of life. Daily, the M.E.B.A. faces and diffuses regulatory challenges at all levels of government. The election of a Democratic President and Congress was a significant victory for organized labor. But, because the needs of US flag shipping cross party affiliation, we must remain vigilant in order to ensure our friends in government do not crush our cause with other policy initiatives. Only by actively working with our friends on both sides of the aisle can we fight off present and future challenges.

As the Obama administration turns from dealing with the immediate demands of the financial crisis to its own policy agenda, there is a risk that the competitiveness of the US flag will be regulated away. Recently, the Environmental Protection Agency proposed new regulations that would significantly increase the burden on US flag shippers. These regulations are poorly designed – in some cases the technology required to meet the requirements has not even been invented. Even worse, the EPA intends to discriminately apply the new regulations to US flag shippers sooner and with more severity than foreign shippers using US ports. The M.E.B.A. is aggressively opposing these regulations until equal rules for US and foreign-flag shippers can be secured.

Many M.E.B.A. members have recently reported problems with obtaining or renewing their Coast Guard licenses. In some cases, the problems are systemic – the Coast Guard is understaffed and employs outdated procedures to process mariners' claims. In other instances, individual members have fallen victim to arbitrary agency action and old-fashioned mistakes. We recently met again with top Coast Guard officials to address the systemic problems. The agency has pledged improvements to the existing system. If you have been individually affected in the attempt to renew your license, I urge you to contact Headquarters so that we may offer assistance.

As you are no doubt aware, accomplishing objectives in Washington can be expensive. But, I will not permit the current governmental challenges to derail one of my administration's primary objectives, correcting the M.E.B.A.'s finances. To that end, I have worked hard to ensure that our regulatory defenses are not only effective but cost-conscious. Specifically, the M.E.B.A. now completes more of its regulatory work in-house instead of contracting out to expensive, external lawyers. In addition to fulltime counsel, the M.E.B.A. has taken on interns from top area law schools that are being utilized for time-consuming research. Legislatively, I am working closely with the American Maritime Congress and various industry associations that amplify our voice and ensure that the M.E.B.A. does not have to shoulder the entire financial burden of fighting these battles. I continue to have good news to report; after years of continuous budget deficits, the M.E.B.A. ran a surplus for the first six months of this fiscal year. Given the economic climate, our surplus is an accomplishment which I am genuinely proud to report.

As the recession continues to eliminate jobs at organizations large and small, I am especially mindful of the importance of generating new work. To that end, the M.E.B.A. continues to deliver the jobs on which our members depend by signing up the LIBERTY PRIDE, APL AGATE and APL JAPAN as well as renewing the NCL and Matson contracts, along with a new MOU with Interlake. At the same time, the M.E.B.A.'s renewed presence in the international LNG fleet – through our contract with Exmar/Alaris – makes our union the number one provider of U.S. licensed officers to this profitable trade. As the economy picks up, I am confident we will add other work to these successes.

In Unity and Friendship,

Don Keefe





Stern shot of the MV RJ PFEIFFER getting ready to discharge cargo in Hawaii.



M.E.B.A. 2nd A/E John Forbush hangs loose in the engine room aboard the SS MAUI, during a Honolulu port visit.



M.E.B.A. Engineer Luke Kaili gets ready for some engine room repairs during a Hawaii port stop aboard the SS MATSONIA.

# M.E.B.A. Re-ups with Matson Navigation

M.E.B.A. negotiators nailed down beneficial new contract language for members sailing with Matson Navigation and, soon after, finalized a new deal covering Port Engineers. The Union negotiations took place shoulder-to-shoulder with the Masters, Mates & Pilots and American Radio Association which also represents members.

As good progress continued to be made during a series of bargaining sessions, negotiators were confident that a fair deal for the membership was within reach. However, exercising the true spirit of union solidarity, negotiators determined not to okay an agreement until each of the parties had reached an acceptable contract. Of particular note, the ARA was being asked by the company to make certain compromises that weren't deemed palatable by the union's membership.

The contracts were set to expire at midnight on June 25, 2009 without new agreements in place and last minute talks had failed to bring relief to ARA's sticking points. The following day, the radio officers put up a picket line in Seattle at the terminal where the Matson ship SS MAUI was moored. ARA is an affiliate of the ILWU and the dockworkers disrupted the loading schedule on the ship preventing the vessel from sailing to Hawaii. M.E.B.A. and MM&P members, of course, honored the picket line. Meanwhile, talks continued throughout the day during the waterfront tumult and negotiators were able to make additional progress. By late evening on Saturday, the persistence of the union negotiators paid off and ARA shook hands on a tentative agreement that better preserved ARA's future aboard the Matson fleet. Back on the docks, the ILWU returned to work and loaded up the SS MAUI which shipped out soon after.

For the M.E.B.A., our negotiators secured a new Matson A3 master contract which covers vessels other than the CV2600 class ships. The new contract was later ratified by members at the July meetings. The four-year, two-month pact provides wage increases, improved medical and pension provisions and increased contributions

to Training, the Joint Employment Committee and American Maritime Congress, among other things.

A deal was also reached with the company in the wage reopener for the CV2600 vessels. A sizeable wage hike as well as benefit improvements and increased contributions are among a host of provisions that further reduces the gap that exists between the A3 and CV2600 fleets. Both contracts include important new job security language.

The M.E.B.A. negotiating team was led by Executive Vice President Mike Nizetich along with L.A. Branch Agent Larry Young, M.E.B.A. Contracts Officer Mark S. Gallagher, Chief Counsel Nils Djusberg and a rank and file team that included Dave Nolan, Cecil Ray, Harry Dodson, Don McNichols, and Rich Doherty.

M.E.B.A. negotiators also closed on a Port Engineers' agreement that was later ratified by members at the August meetings. That pact runs through August 15, 2013 (retroactive to June 16, 2009) and includes 3% wage increases each June 16, commencing this year. Among other things, new language has been added to the contract that will strengthen the controls on compensatory time. The new agreement will also provide more flexibility for Port Engineers to use their earned vacation.

There will be a Port Engineer Money Purchase Benefit increase each June 16 during the contract term, commencing June 16, 2009. Port Engineers will earn two additional holidays under the Agreement and the contribution rates to the M.E.B.A. Training Plan, JEC and AMC will receive significant boosts.

With assistance from M.E.B.A. Contracts Rep. Mark Gallagher and Chief Counsel Nils Djusberg on the Port Engineer talks, Executive V.P. Mike Nizetich's negotiating team included L.A. Branch Agent Larry Young and rank and file members Joe Schmitt, Mike Shea, Todd Simonse and Don McNichols.





M.E.B.A. President Don Keefe at left with MTD/SIU President Mike Sacco and IIA President Richie Hughes.



M.E.B.A. Secretary-Treasurer Bill Van Loo at the MTD Convention along with Congressman Ed Pastor (D-AZ) and MM&P President Tim Brown.

## Trumka Takes Lead of Labor Movement

Richard Trumka, who had served as AFL-CIO President John Sweeney's right hand man for the past 14 years, has taken over the top spot following his election at the Federation's 2009 Convention in Pittsburgh. Sweeney had announced his intended retirement earlier in the year and enthusiastically endorsed his longtime Secretary-Treasurer as his replacement. Trumka had served as President of the United Mine Workers prior to joining Sweeney at the Federation in late 1995.

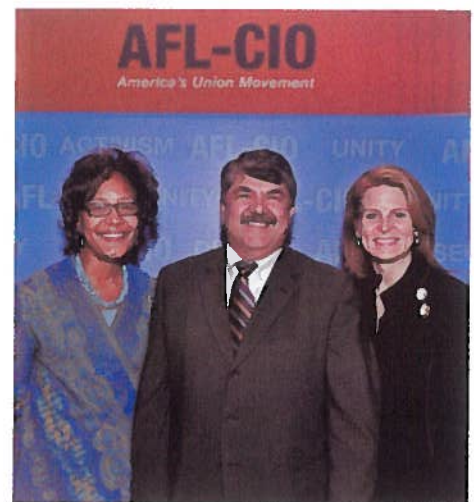
Liz Shuler becomes the new Secretary-Treasurer and, at 39 years old, is the youngest person to ever become an AFL-CIO officer. She had been the executive assistant to Electrical Workers (IBEW) President Edwin Hill. Arlene Holt Baker had been serving as the Federation's Executive Vice President since 2007 and was re-elected at this summer's Convention.

Addressing a large September gathering in Pittsburgh, including M.E.B.A. officials, Trumka reflected on his upbringing in a union family in western Pennsylvania and talked about the changes and challenges that the union movement confronts. "Even though the face of the American labor movement has changed, one thing hasn't: It's that the surest, the fastest, most effective way to lift workers and our families into the

middle-class is with the strength, that can only, only come with a union contract... Even though it wasn't the labor movement that got us into this mess, we are the people who are going to lead America out of it. But we can only do it if we seize this moment—we can only do it if we act now—we can only do it if we provide the leadership working Americans are demanding. Well, today I'm telling you that we will seize this moment. We will act, we will lead, and, by God, we will win! The American labor movement can turn our country around—and together that's exactly what we're going to do!"

Shuler promised she would manage the AFL-CIO's finances responsibly and transparently and make it a top priority to reach out to young workers to sustain unions for future generations. Holt Baker said that her mission would include passage of the Employee Free Choice Act and reaching out to a new generation of workers to give them a chance at the American dream.

The Trumka administration got off on a good foot as UNITE HERE President John Wilhelm announced that his union is reaffiliating with the Federation. The 250,000-member UNITE HERE was one of the unions that left the AFL-CIO in 2005 to join the "Change To Win" coalition.



AFL-CIO Executive V.P. Arlene Holt Baker, new President Richard Trumka and Secretary-Treasurer Liz Shuler were all elected to office at the September Convention.



M.E.B.A. Boston Representative Bill Campbell had the opportunity to speak with new Senator Paul Kirk (D-MA) at the Massachusetts AFL-CIO Convention. Sen. Kirk was appointed to fill the absence left by Ted Kennedy's death. He has announced that he will only hold the post until a new Senator is elected in the State's special election to be held on Jan. 19, 2010.

## MTD Speakers Look Toward Strengthened Maritime Industry

As mentioned, M.E.B.A. took part in the AFL-CIO Convention and was represented by President Don Keefe and Secretary-Treasurer Bill Van Loo. M.E.B.A., which is part of the Maritime Trades Department (AFL-CIO), also attended the MTD meetings that took place before the start of the AFL-CIO Convention. Led by President Mike Sacco, MTD has been an important advocate for the industry. M.E.B.A. was represented at the Convention by its five-person District Executive Committee (DEC), Political Director Mike Ingrao and Government Fleet Representative Randi Ciszewski who were all there as Delegates.

The new AFL-CIO President also spoke before the MTD and highlighted organized labor's priorities, most notably universal health care and labor law reform, as well as the need to preserve a viable North American maritime industry. Richard Trumka stressed maritime's integral role to the nation's defense and economy and pointed out that we must ensure the vitality of U.S.-flag shipping for the future. He reasserted his strong defense of the Jones Act and cargo preference calling them "non-negotiable demands."

Transportation Department Secretary Ray LaHood also spoke at the MTD Convention and emphasized his deep support for the industry while dedicating the majority of his remarks to the DOT's desire to help foster a workable short sea shipping system in this country that would create numerous

jobs for MTD unions while easing massive congestion on the nation's highways.

Vice Admiral Mark Harnitchek was among some of the other speakers before the MTD. The Deputy Commander of the U.S. Transportation Command (USTRANSCOM) vowed to continue TRANSCOM's excellent working relationship that is sustained through programs like the Maritime Security Act and the Voluntary Intermodal Sealift Agreement. In a sense, he said, these programs are like "the cycle of life." They sustain themselves through an industry-government partnership – the Department of Defense gets important strategic assets at a fraction of what they cost, and commercial operators get access to cargo, which amounts to \$10 billion a year.

## Transportation Trades Dept. Keeps Up the 'Good Fight'



The TTD, led by President Ed Wytkind, has made a real impact in its pursuit of issues important to the M.E.B.A.

Another organization that has put together an impressive track record in its relentless battles on behalf of the M.E.B.A. and sister unions is the AFL-CIO's Transportation Trades Department. M.E.B.A. is a founding member of the TTD which represents 32 member unions in the maritime, aviation, rail, transit, trucking, highway, longshore, and related industries. It is the transportation policy and legislative arm of the AFL-CIO. TTD has proven its effectiveness in amplifying M.E.B.A.'s voice in our dialogues with government agencies and in the halls of Congress as we seek to advance maritime matters important to our members. TTD has been valuable for us on a large range of concerns such as TWIC issues, short sea shipping and safety at sea including piracy.

Edward Wytkind has served as TTD's President since late 2003 and was the organization's Executive Director for 13 years previously. He recently sat down with the *Marine Officer* for an illuminating chat that further illustrates TTD's important mission.

*M.O.: The TTD represents many different modes of transportation. What determines which issues and initiatives will be pursued? Some issues that are important to one mode may be opposed by another. How do you balance that out?*

E.W.: Our agenda and policies are set by TTD's Executive Committee, of which M.E.B.A. President Don Keefe is a voting member. I appreciate the job Don has done to aggressively push the concerns and interests of M.E.B.A. members at TTD's table with all transportation union leaders.

When Congress takes up key legislation we work to advance reforms or maintain policies that are good for transportation workers. The strength of TTD is its member unions who participate in a process of finding consensus on the major policy challenges. The organization was created for the express purpose of creating a unified voice for transportation unions and their members. By presenting a united front before the United States Congress, the Executive Branch and independent government agencies we are bringing the collective power of millions of transportation workers to Washington and demanding more from those elected to represent and lead our nation. For almost 20 years transportation unions have done exactly that under the TTD umbrella.



*M.O.: How does the TTD get things done – by pursuing legislation? What other avenues does the TTD go down to help effect beneficial change for the transportation industries?*

E.W.: TTD reaches out to both Democrats and Republicans to represent the needs and views of transportation workers. We work hard on both sides of the aisle to build relationships with elected officials and their staffs to ensure they consider the impact of their decisions on working people. TTD's government affairs staff coordinates with the affiliates' staffs to ensure we are working to advance a common agenda.

We also participate in the federal rulemaking process and express our views before independent boards and commissions. We track and monitor the activities of key government agencies and we offer formal written proposals, where appropriate, as regulators consider important policy questions. Moreover, we work with affiliates to ensure we are advancing a unified voice on the major issues before federal agencies. Separately we ensure Congress understands the importance of asserting its oversight authority over government programs and policies that impact transportation workers.

We also testify before Congressional hearings. We provide written and oral testimony to specific Congressional committees and often get asked questions about frontline workers' experiences. This gives our unions a very public opportunity to communicate our concerns or support for a given issue. And it provides us an opportunity to advance the broad positions agreed to by the Executive Committee in front of key members of the House and Senate.

We also need more rank-and-file activism. Lawmakers appreciate hearing directly from their constituents about the needs and concerns of working people. An active M.E.B.A. membership in their communities only makes TTD stronger. TTD offers a periodic e-newsletter to inform and update transportation workers on the issues that affect you. Every e-newsletter offers a sample letter to send to Senators and Representatives that is easily customized and sent electronically to Capitol Hill. We focus on a different issue every time. So although the issue of that month may not be maritime-related, it is always transportation-related, and when workers support each other in solidarity we are all stronger. Sign up for the e-newsletter by going to [www.ttd.org](http://www.ttd.org).

*M.O.: What are some recent maritime-related issues that the TTD has helped get some movement on in recent years?*

E.W.: We worked hard to make sure that a significant level of funds was dedicated to transportation in the economic stimulus bill, otherwise known as the American Recovery and Reinvestment Act of 2009. In addition to the billions dedicated to other modes, the stimulus bill committed \$1.5 billion to transportation projects that will enhance intermodal transport. This includes ports, and we hope that grant money is addressing critical needs while also putting people back to work.

Along with M.E.B.A. and others, TTD has advocated successfully for increased port infrastructure funds. These funds are included in the House of Representative's surface transportation reauthorization bill. These funds will ultimately allow for additional dredging and capacity programs that will make today's ports more efficient for tomorrow's needs.

TTD has also worked to improve the background check process for the Transportation Worker Identification Credential, or TWIC. We have always said that no one wants vessels and ports to be secure more than the people who work in them every day. But this program has to actually improve security – not prevent non-terrorists from going to work. The background check process relies heavily on the FBI criminal background database, which is chock full of errors and incomplete information. We are working with lawmakers to improve this situation so that deserving people aren't prevented from going to work.

As the government transitioned to a new Administration at the beginning of the year, TTD led the effort to educate new staff and identify urgent issues and long-standing priorities. Generally, we asked the new Administration to support a strong U.S.-flag merchant marine and its key programs. We focused discussion on key programs such as the Maritime Security Program, as well as the Title XI loan program, which promotes growth of the industry by making favorable long-term financing to owners of vessels and shipyards.

We also focused our "transition" efforts with the new Administration on long-standing policy that we want to see retained and enforced, including cargo preference policies and the Jones Act. We have long advocated for cargo preference provisions, specifically for the Department of Defense and food aid. Because cargo is the lifeline of the merchant marine, our economic and national interests are best served by requiring that a percentage of government-generated cargo be carried on U.S.-flag vessels. We will fight to retain the provisions -- and fight to see them enforced.

In past years, we have fought to uphold and enforce the Jones Act, the nation's maritime cabotage law. The requirements in the Jones Act preserve a robust pool of civilian mariners capable of meeting the nation's seafit needs; generate three-fourths of all commercial U.S. shipbuilding opportunities; and ensure that over 70 percent of the ocean-going self-propelled vessels in the Jones Act fleet are useful to the military. We will continue to defend the Jones Act if and when maritime cabotage protection policies come under fire.

*M.O.: What are some upcoming challenges?*

E.W.: TTD will continue to seek out opportunities for greater investment in intermodal projects that will improve the flow of goods and commerce at our nation's seaports. Freight congestion is a huge problem, because time is money. We need to reduce chronic chokepoints at our nation's seaports, rail yards and intermodal centers where cargo is transferred. Our nation's freight rail carriers move 2.2 billion tons of goods every year and 95 percent of our foreign trade is moved by ship. Today, many arriving and departing containers sit at ports because there is inadequate landside infrastructure to move them. This "first mile" between port and land is an issue that must be addressed with federal resources and involvement. We need to promote better connectivity, which has long been a focus in ports around the world.

As we work to improve the background check process for TWIC, we will be working to combine the application process for the Merchant Mariner's Document (MMD) and the TWIC. Both credentials are required and issued by the federal government, and require near-identical information. We should combine the two processes and eliminate redundancy – saving workers time and effort.

We will continue to advocate for the Ferry Boat Discretionary (FBD) program, which funds the construction of ferry boats and ferry boat facilities. Additional funds – above and beyond what is available currently – are needed to provide transportation alternatives to the public and create high-quality jobs for American workers. Increased funding for ferries is included in the surface transportation reauthorization bill. Advancing an updated surface transportation bill is proving to be a challenge in Washington, which is being dominated by many other serious issues. (*Editor's note: See a continuation of this discussion in the next answer.*)

And we will continue to work with M.E.B.A. to address the very real threat of international piracy. As American mariners simply attempt to do their jobs, their lives are in constant peril as these pirates decide when – not if – to take further aggressive action against U.S.-flag ships. Transportation labor believes that the

Secretary of Defense must provide embarked military personnel to board United States-flagged vessels carrying U.S. government cargo in regions at high risk of piracy. This has become a top priority for Rep. Elijah Cummings, Chairman of the Coast Guard and Maritime Transportation Subcommittee.

*M.O.: The country is consumed with the discussion on healthcare and other national issues such as energy and immigration. While these issues dominate, how can the maritime industry work with TTD to gain attention for their issues in a chaotic legislative atmosphere?*

E.W.: At present, the Senate has proposed delaying the surface transportation bill for 18 months. In my testimony before the House Ways and Means Committee this summer, I took the opportunity to remind members of Congress and the Administration that while there are many urgent priorities for America today, a safe and efficient transportation system is one of those priorities. We hear about the health care reform debate every day. Achieving energy independence is a critical issue, and of course the deep recession weighs heavily on the minds of American workers. These are issues workers care about deeply, understand and face every day. But sound transportation policy and appropriate investment are also critical issues. If we don't make a significant commitment to transportation today, we will cause irreparable harm to our economy now and for years to come. We're never going to live in a Washington that doesn't have a full plate, and Congress needs to invest in ports, rails and roads immediately.

To its credit, the business community is in agreement with labor on this point. And we all recognize that the benefit of investing in our transportation needs is two-fold: we will rebuild America's decaying infrastructure while at the same time create millions of family-supporting jobs. In fact, the surface transportation bill that the House of Representatives approved would create six million jobs in six years. The multi-year transportation bills that Congress writes truly create more jobs than almost any other legislation.





The LIBERTY PRIDE, crewed by expert M.E.B.A. officers from top to bottom, recently made its first of many missions to the Middle East to deliver key military cargo.

## M.E.B.A. Deck and Engine Officers Aboard New U.S.-Flag Bottom

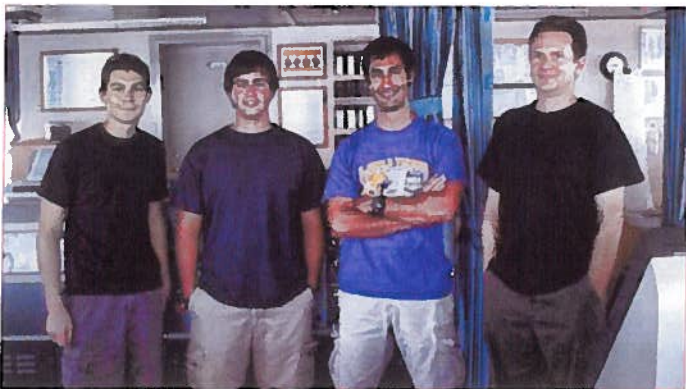
Expert M.E.B.A. engineers and deck officers are toiling aboard a new U.S. flagged vessel that Liberty Maritime Corp. recently brought into the fleet. The M/V LIBERTY PRIDE was loaded up with U.S. military cargo in early October as the ship prepared for its first of many missions to the Middle East.

The LIBERTY PRIDE is a 15,600 dwt Pure Car/Truck Carrier that was built in South Korea by Daewoo Shipbuilding & Marine Engineering Co. The 656-foot ship has a MAN B&W 7S60MC6 engine and sails at a service speed of 20.5 knots. The PRIDE was launched in late May and the company took delivery in August. The vessel reflagged in Ulsan, Korea and was loaded up days later with almost 5,000 Hyundai and Kia cars. She hit four discharge ports on her way down to Georgia to take on military vehicles and other equipment.

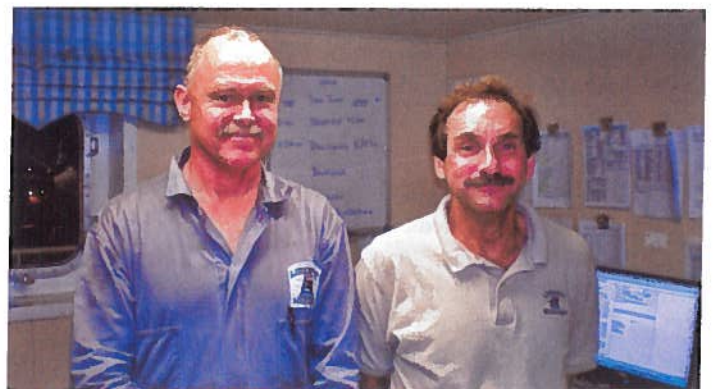
The LIBERTY PRIDE is crewed from top to bottom with highly skilled M.E.B.A. officers. Her first crew consisted of Capt. Costas Balomenos, Chief Mate John Janowicz, Second Mate Tim Vassilas, Third Mate James Buttafuoco, Chief Engineer James Joyce, 1st A/E Russ Harriman, 2nd A/E Mark Gimle and 3rd A/E Randall Jaunzemis.

Liberty has another vessel currently being constructed overseas (the LIBERTY PROMISE) that the company is looking to bring under the U.S.-flag next year.

M.E.B.A. President Don Keefe congratulated our contracted company on the new ship. "Liberty President Phil Shapiro should be commended for the strengthening of the U.S.-flag fleet with the addition of the LIBERTY PRIDE," he said. "Powered by the finest seagoing officers in the world on both engine and deck levels, the future of Liberty's young fleet is very bright."



Part of the first crew of the LIBERTY PRIDE is (l-r) 3rd A/E Randall Jaunzemis, Third Mate James Buttafuoco, Second Mate Tim Vassilas and 2nd A/E Mark Gimle.



LIBERTY PRIDE Chief Engineer Jim Joyce with Captain Costas Balomenos.





M.E.B.A. recently sewed up a new nine-year contract covering the NCL-A vessel PRIDE OF AMERICA.

## New Nine-Year Deal for PRIDE OF AMERICA

M.E.B.A. has reached a new long-term agreement with Norwegian Cruise Lines-America, Inc. covering all officer positions aboard the PRIDE OF AMERICA, the lone U.S.-flag large passenger vessel operating between the Hawaiian Islands. The nine-year deal is retroactive to July and stretches out to June 30, 2018 with economic reopeners in 2013 and 2016.

Among other things, the new deal makes beneficial wage adjustments and increases the number of days of earned vacation for the majority of officers effective Jan. 1, 2010. It also eliminates the pay step system by July 1, 2012. There are Benefit Plan increases of 3% effective July 1, 2010, 2011, and 2012 except the Medical Plan which increases 4% in each of those years. Medical increases go to \$67.53 effective Jan. 1, 2010 then a 4% increase sets in on July 1, 2010. Training and JEC go to \$10.13 effective Jan. 1, 2010 and AMC rises to \$3.13 on January 1, 2010 then 3%. The agreement is available for review at M.E.B.A. halls and offices.

The contract was headed up by M.E.B.A.'s Executive Vice President Mike Nizetich who was assisted by Honolulu Representative Adam Vokac, along with Contracts Officer Mark Gallagher and Chief Counsel Nils Djusberg. The negotiating team received valuable input from many of the M.E.B.A. officers serving aboard the PRIDE OF AMERICA.

## New MOU with Interlake

A wage reopener with Interlake Steamship Company has netted a new Memorandum of Understanding that locks up important new gains for members sailing under the long-term contract. M.E.B.A. President Don Keefe worked with Interlake Senior Vice President Bob Dorn to secure raises for members in each of the last four years of the deal which runs through July 2013. The M.E.B.A. Training Plan is a big winner in the new agreement with a significant boost in the per day contribution rate. The Joint Employment Committee also receives a much-needed increase running through the life of the contract.



Shortly after the LIBERTY PRIDE was re-flagged from the Marshall Islands to the Stars & Stripes on Sept. 4, 2009. Left to right is the USCG Inspector, Chief Engineer James Joyce, Captain Costas Balomenos, Liberty Maritime Superintendent Ted Makrinos and an ABS Inspector.

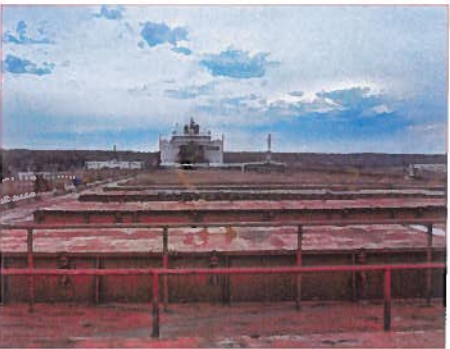




Maritime is a bipartisan industry and the M.E.B.A. has friends on both sides of the aisle. In this photo, Secretary-Treasurer Bill Van Loo (l) and President Don Keefe (r) get ready to discuss Great Lakes issues with Congressman Steven LaTourette (R-OH) at M.E.B.A. HQ. A day earlier, M.E.B.A. hosted a function for Rep. Candice Miller (R-Michigan).



Honolulu Rep. Adam Vokac and Executive V.P. Mike Nizetich go over some numbers in the final bargaining session with NCL America before a new contract was agreed upon.



The "Queen of the Lakes," the M/V PAUL R. TREGURTHA at the beginning of the 2009 shipping season. The boat is the longest on the Great Lakes at 1,013 feet. Members serving aboard the TREGURTHA and all the M.E.B.A. vessels in the Interlake fleet, benefited from a new MOU.



M.E.B.A. civilian mariners aboard MSC and NOAA vessels recently won wage increases. Aboard the MSC Fast Combat support ship USNS SUPPLY are 1<sup>st</sup> A/E George Hairston, M.E.B.A. Government Fleet Rep. Randi Ciszewski, Chief Engineer Jim Goodheart and 3<sup>rd</sup> A/E Danielle Byrne.

## ALABAMA, ARKANSAS Contract Improves via Wage Reopener

Members working aboard the Maritime Security Program vessels **MAERSK ALABAMA** and her sister ship **MAERSK ARKANSAS** are working under an improved contract after successful wage reopener talks. A provision in the contract triggered a reopener once the Maritime Security Program funding increased. M.E.B.A. President Don Keefe worked with Waterman Steamship's Mike Cameron to negotiate increases in wages and fringe benefits retroactive to 2008 for a three year period. There will also be overtime multiplier increases in each of those years up to the maximum. The Chief Engineer supplement has been enhanced as well. In addition, there are improved contributions for Training, Joint Employment Committee and the American Maritime Congress.

## Wage Increase for M.E.B.A. CivMars

M.E.B.A. civilian mariners sailing aboard Military Sealift Command and NOAA vessels scored a 4.15% boost to their base pay, overtime, penalty pay, and non-watchstanding rates. The increase is retroactive to July 1, 2009. CivMar wage adjustments are based on prevailing industry wages which include adjustments and increases negotiated in M.E.B.A. deep sea commercial contracts as well as other information, analysis and recommendations. MSC and the Department of Defense Civilian Personnel Management Service (DOD CPMS) approved the increases which Government Fleet Representative Randi Ciszewski and our Contracts Representative Mark Gallagher were able to justify.

# P.A.F. Rewards Program Still In Place. Please Contribute!

A key tool that enables the M.E.B.A. to foster friendships and solidify political relationships in Congress, the White House and in State capitals is the M.E.B.A. Political Action Fund. Giving to the P.A.F. is voluntary, but we all benefit from a strong political advocacy program.

If the U.S. Merchant Marine is to continue to remain healthy, we need greater participation from the membership in this important Fund.

As a reminder to members who wish to help fortify the Union and maritime industry for future generations, M.E.B.A.'s PAF rewards program, which was expanded last year, is in place for those who contribute during calendar year 2009. Make sure your contribution is recorded by December 31, 2009!

Earlier this year, three different levels of specially-produced challenge coins were given to those who contributed over \$100 to the PAF

Those who gave over \$1,000 received all three coins and had 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. Those and additional rewards will be available for 2009 contributors including all-new challenge coins.

Some names of P.A.F. contributors were accidentally omitted from the list that appeared in our Summer issue. Of note, a slew of retired members who signed up as part of the Retirees Group Fund were not listed. Their contributions are particularly noteworthy. Though they are no longer active sailing members, they recognize and appreciate

the life that the Union afforded them and are giving back so that future mariners can have the same opportunities.

Every dollar is important. To help guarantee the future of your Union, please contribute to the M.E.B.A.'s Political Action Fund! Talk to a Union official at the hall or office nearest you.



M.E.B.A. Honolulu Rep. Adam Vokac with Sen. Dan Inouye and his wife Irene at a recent fundraiser. At right is Neil Dietz, SIU Honolulu Port Agent who is also Secretary-Treasurer of the Hawaii Ports Maritime Council, AFL-CIO.



M.E.B.A. recently hosted a function for Republican Congresswoman Candice Miller who represents the 10th district of Michigan. M.E.B.A. President Don Keefe (l) and Secretary-Treasurer Bill Van Loo (r) discussed various maritime topics with Rep. Miller including the recent EPA regs to cut ship emissions as well as proposals to establish ballast water management standards.

Andrews, Francis  
Angelus, John  
Austin, Anderson  
Baas, Gerrit  
Baker, Robert  
Bennett, William  
Billington, Elmer  
Black, Charles  
Brands, Omar  
Brinkman, Edward  
Brown, Richard  
Brownlee, Carl  
Buck, James  
Bulin, Eugene  
Caillier, Leonard  
Carriere, Joseph  
Caruso, Ralph  
Castro, Guillermo  
Coleman, Herbert  
Connor, Glenn  
Cook, Richard  
Cravey, James  
Cruz, Joseph  
Curran, Hugh  
Curry, Benjamin  
Dean, John  
Deluca, Charles  
Dortch, James  
Dreier, Donald  
Driscoll, Gerard

Dunlop, Earl  
Eccles, James  
Elholm, John  
Ellis, Clifford  
Emel, James  
Ernesti, Dewayne  
Eterovich, John  
Fazzi, Paul  
Fernandez, Luis  
Ferneza, Casimir  
Fisher, Bruce  
Fleischer, Francis  
Foglia, John  
Fox, Leon  
Furstenburg, Isidor  
Gentile, Vito  
Gillis, James  
Gorman, Franklin  
Gorman, James  
Gracy, Maurice  
Hall, Donald  
Harding, Errett  
Harlow, Eugene  
Hascek, Alfred  
Hernandez, Jose  
Hinerman, Robert  
Hulsey, Fred  
Hunter, Arthur  
Hurst, William  
Iovino, Leo

Jackley, Paul  
Jackson, Jack  
Jarrett, Harry  
Jones, Charles  
Kachur, Phillip  
Kantus, Paul  
Keaton, Darrell  
Lafratta, Joseph  
Langley, Marcine  
Laussade, Louis  
Lawson, Thomas  
Ledbetter, Harry  
Linkowich, Michael  
Lovric, Hermenegild  
Luebbe, Roy  
Macfarland, John  
Maples, Clyde  
Mastrippolito,  
Berino  
Maynard, Harold  
Mcgreg, Dan  
McMahon, Robert  
Medarros, David  
Miller, Lucian  
Milner, Varney  
Moore, Leo  
Moosen, Arthur  
Moroso, Ignazio  
Mullen, Thomas  
Murphy, Arthur

Murphy, William  
Murray, Francis  
Muta, Joseph  
Newmann, Lee  
Nichols, Joe  
Nicholson, Cyril  
Norris, Maurice  
Nowak, Clarence  
Owen, Thomas  
Owens, Rube  
Parker, Henry  
Peabody, William  
Pedraza, Lorenzo  
Perry, Thomas  
Pherson, Arnold  
Pollard, Frederick  
Purvis, Harold  
Ramey, James  
Ramos, Joseph  
Ratley, Raymond  
Reiners, Bernard  
Rich, Howard  
Robinson, David  
Russell, Richard  
Sam, Roy  
Samothers, Antonios  
Scratchley, William  
Showalter, Harold  
Simonse, Todd  
Simmons, Bernard

Smith, Isaac  
Sperl, Walter  
Sperring, James  
Spolarich, Walter  
Stapleton, Robert  
Steimling, Allen  
Stout, Billy  
Sylvis, Walter  
Teasley, Ealie  
Thomas, Gerald  
Townsend, Ivan  
Townsend, Marc  
Trojan, Albert  
Truesdell, Joseph  
Vance, Robert  
Vlahos, Demetrios  
Wallace, William  
Ward, Patrick  
West, Harvey  
White, John  
Whiting, John  
Wiley, Arnold  
Williford, John  
Wilson, Ray  
Wisner, Dallas  
Wood, Donald  
Wright, William  
Zurek, Edward





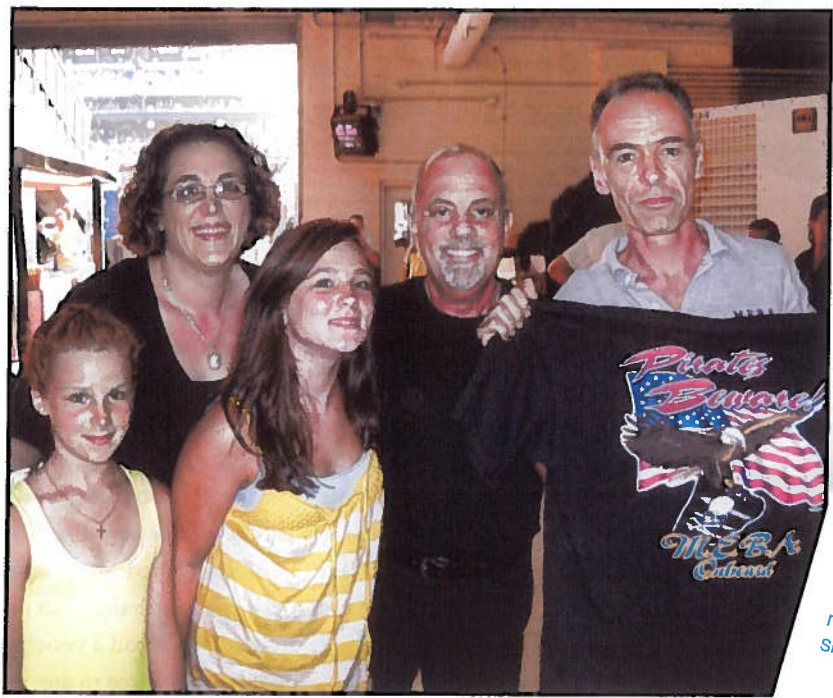
Faces around the Fleet



Alaska resident Larry Csonka aboard the Alaska Marine Highway System Ferry CHENEGA with Chief David Gardner & Master John Stormont. Csonka is a Hall of Fame fullback (#39) who led the Miami Dolphins to two Super Bowl victories.



3rd A/E Mike Crotty and 1st A/E Geno Mercuri aboard the Interlake Steamship boat HERBERT C. JACKSON.



Musical superstar Billy Joel was honored to meet M.E.B.A.'s John Cronan at a recent Philadelphia area show. John was one of the resilient crewmembers aboard the MAERSK ALABAMA that helped thwart four Somali pirates who had hoped to hijack the vessel. He is seen here with fiancée Heather and their daughters Sarah and Annie. Billy was thrilled to score the "Pirates Beware - M.E.B.A. Onboard" shirt. Those shirts and other M.E.B.A. items will soon be available for purchase on M.E.B.A.'s online store.



M.E.B.A. Cape May-Lewes Ferry Captain Bryan Helm (!) and Heath Gehrke, Director of Ferry Operations, congratulate Dr. Carole Jones, a veterinarian from Ridgewood, NJ, for being the 13 millionth vehicle customer to use the ferry service since its inception in July 1964.



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

## AMC Perspective

It should come as no surprise that health care reform has dominated the legislative and political atmosphere in Washington D.C. Between hearings, briefings, press conferences, and actual policy development, members of Congress have spent an extraordinary amount of time trying to figure out if and how to pass some form of health care reform. Unfortunately for the maritime industry, this has meant that our agenda was pushed to the back burner.

In order to be most effective in the current political environment, the American Maritime Congress (AMC) has ramped up their efforts to support a viable Short Sea Shipping (SSS) industry. President Obama has stated that, along with health care, the environment, the economy, and energy are among his top priorities. SSS ties in perfectly with the Administration's priorities as it has the ability to lower emissions, save fuel, and create jobs. The first and most important obstacle preventing a viable SSS program is the Harbor Maintenance Tax, a double taxation assessed to cargo shipped from one U.S. port to another. With the help of Congressman Higgins of New York, a legislative repeal of this tax was introduced in the House (H.R. 3486) and currently has 25 cosponsors. AMC is working hard to gather as many cosponsors as possible, so that when Congress starts moving bills again, this popular legislation will be considered.

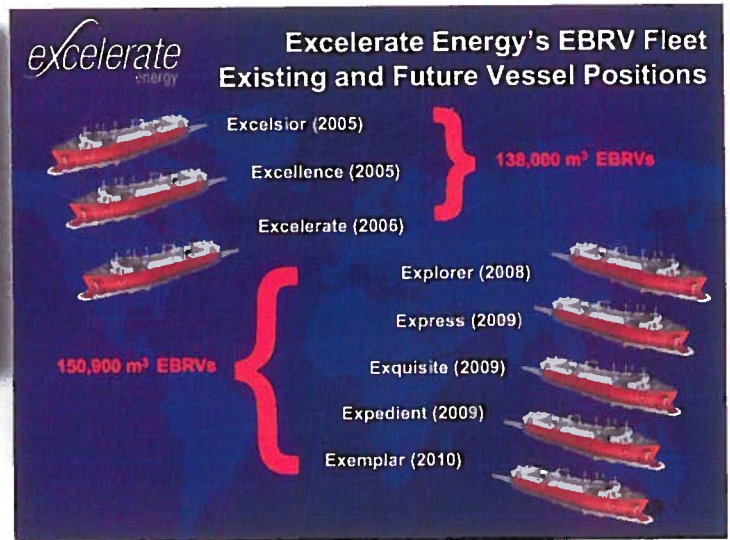
AMC is working with other maritime unions, carriers, industry leaders, members of Congress, and administration officials to advocate for fair and reasonable emission and ballast water regulations. The Environmental Protection Agency recently released regulations that would effectively eliminate 25% of the Great Lakes fleet within two years should it be implemented. The industry is pushing for the EPA to reconsider the last-minute inclusion of the Great Lakes in their regulations, so that the impact and implementation of the regulation can be studied. It is essential that ballast water regulations are implemented in a uniform manner that does not adversely affect the U.S.-flag.

On September 24th, the House Committee on Transportation and Infrastructure reported the FY 2010 Coast Guard Authorization bill which contained various important maritime pieces. Notably, it creates a Merchant Mariner Medical Advisory Committee to advise the Secretary of Homeland Security on medical examination standards and procedures. Also, in response to repeated industry and labor complaints that foreign vessels and foreign mariners are capturing work that should be reserved to American vessels and crews under the Jones Act, the legislation directs the Coast Guard to enforce the application of the coastwise laws "to vessels that support the exploration, development, and production of oil, gas, or mineral resources in the Gulf of Mexico." The bill seeks to end the current practice whereby mariners are forced to submit to fingerprinting multiple times. Section 815 prohibits the Coast Guard from requiring an individual to be fingerprinted "for the issuance or renewal of a license or document ... if the individual was fingerprinted when the individual applied for a Transportation Worker Identification Credential (TWIC)." Finally, the bill includes the text of H.R. 3376 (The United States Mariner and Vessel Protection Act of 2009). Initially introduced by Congressman LoBiondo, the bill states that, "an owner, operator, time charterer, master, or mariner who uses force, or authorizes the use of force, to defend a vessel of the United States against an act of piracy shall not be liable for any injury or death caused by such force to any person participating in the act of piracy." Although previous language addressed more comprehensive measures for armed protection, the AMC applauds Congressman LoBiondo and the Committee for their efforts and this important first step in protecting U.S.-flag merchant mariners.

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).



**M.E.B.A. is #1!** M.E.B.A. is the largest source of U.S. Coast Guard-licensed officers working in the LNG trades worldwide. Our agreement with Excelerate Energy, enabled through our contract with Alaris Companies, provides terrific salary and benefit compensation for our deck and engine officers as well as Person-in-Charge officers who serve at terminals visited by Excelerate vessels. The company has a fleet of extremely young, state-of-the-art LNG ships that continues to grow. The chart to the right shows the company's existing and planned Energy Bridge Regasification Vessels (EBRVs) that allow onboard LNG revaporization and cargo delivery through subsea pipelines via submerged turret loading buoys.



# Shipping Shorts

## EPA Proposes Stringent Standards for Large Ships

The Environmental Protection Agency announced the next steps in a coordinated strategy to slash emissions from oceangoing vessels. EPA is proposing a rule under the Clean Air Act that sets tough engine and fuel standards for U.S. flagged ships that would harmonize with international standards and lead to significant air quality improvements throughout the country.

The rule comes on the heels of a key part of EPA's strategy, a proposal last March by the U.S. and Canada to designate thousands of miles of the two countries' coasts as an Emission Control Area (ECA). The International Maritime Organization (IMO) has begun consideration of the ECA plan, which would result in stringent standards for large ships operating within 200 nautical miles of the coasts of Canada and the United States.

## M.E.B.A. Plans' Travel Coordinator

The Trustees of the M.E.B.A. Medical and Benefits Plan and the M.E.B.A. Training Plan have arranged to have an in-house Travel Coordinator provide travel services to participants attending M.E.B.A. Diagnostic Centers and the Calhoun M.E.B.A. Engineering School. Participants must book all flights through the Plans' Travel



At the AFL-CIO Convention is M.E.B.A. President Don Keefe, stage and screen actor Theodore Bikel who is also a union activist, Secretary-Treasurer Bill Van Loo and the President of M.E.B.A. affiliate NFOAPE Dan Reynolds.



A photo of the USNS WALLY SCHIRRA, which was recently delivered into the MSC fleet with M.E.B.A. engineers aboard. Another MSC vessel, the USNS MATTHEW PERRY, was launched in August. NASSCO recently began work on the 12th ship in the program, the USNS WILLIAM McLEAN.

Coordinator by calling them toll free. The toll free telephone number is (877) 324-6322. Normal operating hours for the Travel Coordinator are generally Monday through Friday from 9:00 a.m. until 7:00 p.m., Eastern Standard Time (6:00 a.m. until 4:00 p.m. Pacific Standard Time).

Use of the in-house Travel Coordinator is mandatory for all airline arrangements for travel to the Diagnostic Centers and to the School. Failure to use the Plans' Travel Coordinator may result in the denial of your air travel expenses. The former travel agency should no longer be used.

For more information about this change, visit the MEBA Benefit Plans' website at [www.mebaplans.org](http://www.mebaplans.org) under "What's New."

## Latest M.E.B.A. -Crewed MSC Newbuild Launched

Highly skilled M.E.B.A. engineers are powering the Military Sealift Command newbuild USNS MATTHEW PERRY, the latest ship in the Lewis and Clark-class dry cargo/ammunition newbuild program. The PERRY was christened and launched on August 16 at the General Dynamics NASSCO shipyard in San Diego. The PERRY, designated T-AKE 9, is expected to be delivered to the MSC in early 2010 following a series of tests and sea trials. The 689-foot ship slid into the water for the first time as Hester G. Evans - a great, great,



Member Travis Ellis snapped this panorama shot in an undisclosed SE Asian port. From far left to right there is the SEALAND LIGHTNING operated by Maersk Lines Limited, the USNS 1st LT HARRY L. MARTIN operated by Keystone, and finally the SS CAPE JACOB operated by Matson Navigation. All three ships are crewed with M.E.B.A. engineers. The MARTIN also carries M.E.B.A. deck officers.

great granddaughter of the ship's namesake and the ship's sponsor - broke the traditional bottle of champagne against the ship's bow.

The ship honors Navy Commodore Matthew C. Perry (1794-1858), whose distinguished naval career spanned 50 years. In 1853, Perry led a squadron of ships to Japan, where he successfully negotiated a landmark trade treaty with the Japanese. Perry also served during the War of 1812, the Mexican-American War, and sailed off the coast of Africa to suppress the slave trade.

**PERRY** is the ninth ship in the Navy's T-AKE class. MSC recently took delivery of the eighth ship in the class, the **USNS WALLY SCHIRRA**.

These ships are owned and operated by MSC and deliver ammunition, provisions, spare parts, potable water and petroleum products to U.S. Navy and other navy ships at sea, allowing them to stay underway and combat ready for extended periods of time. Construction began on **PERRY** in October 2008. Once delivered to MSC, **PERRY** is slated to operate out of San Diego. The Navy plans to build 14 dry cargo/ammunition ships, all of which will be turned over to the MSC and crewed by expert M.E.B.A. officers.



Cleveland Rep. Torey Zingales (r) presents a check to Rear Admiral John Tanner, Great Lakes Maritime Academy Superintendent, to provide scholarships to future M.E.B.A. officers at the Academy.

### 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.

**Inform Plans and HQ of Address Changes**  
Be sure to inform Headquarters if you recently changed your contact information. There is an address change form on our website to help expedite the process. Address changes require a signature for validation along with your new information. You can

get the form in either a .pdf or a Word document from [www.mebaunion.org](http://www.mebaunion.org). 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.

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.

### Support the M.E.B.A. "Good & Welfare" Fund

M.E.B.A. members are encouraged to continue their support of the Good & Welfare Fund. The Fund is used to help active and retired members and their families in case of crisis. It proved very useful following Hurricane Katrina when money from the fund helped members recover from the devastating aftermath of the storm. Strengthening the fund will allow additional assistance to members and retirees in their time of need.





At a Baltimore baseball game played earlier in the year when the Orioles still had hope are American Maritime Congress Legislative Affairs Director Matt Dwyer, MM&P President Tim Brown, SIU Baltimore Port Agent Elizabeth Brown, Congressman Dutch Ruppersberger, M.E.B.A. Secretary Bill Van Loo, MM&P's Mike Rodriguez who recently left for a staff job in the House Transportation and Infrastructure Committee, M.E.B.A. Baltimore Dispatcher Joe Barbacane and M.E.B.A. member Mike McFeeley.



Officials from M.E.B.A. affiliate Union de Ingenieros Marinos – or U.I.M. – spent a week in Washington D.C. for a slew of meetings around town. They dropped in several times at Headquarters during the week. Left to right are U.I.M. Counselor Luis Yau Chaw, Gabriel Ayu Prado (a U.I.M. member who also serves as the President of the Panama Canal Workers' Syndicate), Secretary-Treasurer Bill Van Loo, U.I.M. Secretario General Vladimir Small, Govt. Fleet Rep. Randi Ciszewski, President Don Keefe and U.I.M. Treasurer Sebastian King. U.I.M. represents mariners working on the Panama Canal.

M.E.B.A. has dispatched Good & Welfare receipt books to each of the Union halls and offices. The Internal Revenue Service has ruled that the Good & Welfare Fund is exempt from Federal Income tax. Your contributions to the fund are tax deductible so please give liberally in order to help a Union brother or sister in need. Seek out your local Union hall for further details.

M.E.B.A. Visits with New MarAd Deputy Administrator/Acting Administrator David T. Matsuda was recently named Deputy Maritime Administrator by the President also replacing Jim Caponiti as Acting Maritime Administrator. Caponiti returned to his post overseeing MarAd's international and strategic policy office. There is no formal word on whether Matsuda will serve as the next official Maritime Administrator or simply hold the spot until a Presidential appointment.

M.E.B.A. President Don Keefe met with Matsuda this summer along with representatives from TTD, MM&P, ILA and ILWU. Topics discussed included the Maritime Security Program, piracy, short sea shipping, PL-480 food aid cargo and federal tax exemption for mariners.

Matsuda has served as Acting Assistant Secretary for Transportation Policy since March 2009. Prior to that, he spent seven years on Capitol Hill.



At the Annual Baltimore Propeller Club Crab Feast that draws hundreds of shipping company representatives are M.E.B.A. Chief Counsel Nils Djusberg, Secretary-Treasurer Bill Van Loo, Rear Admiral Robert Reilly, MSC Executive Director Rick Haynes and President Don Keefe. Former MSC Commander Reilly recently turned the reins over to Rear Admiral Mark H. Buzby who became MSC's new Commander in mid-October.

### Rep. Kratovil Visits Calhoun School

Congressional Freshman Rep. Frank Kratovil, who represents the First District of Maryland, visited the Calhoun M.E.B.A. Engineering School recently and was very impressed with the facility. Easton, MD, where the School is located, is part of Kratovil's District. M.E.B.A. Secretary-Treasurer Bill Van Loo was on hand as Acting Director Chuck Eser shuttled the Congressman around on an extensive tour that included stops at the damage control trailer, diesel and refrigeration labs, machine shop and bridge simulator among other sections of the School. Instructors Barry Van Vechten and Lee Brown also accompanied Kratovil on part of the tour helping to better familiarize the Congressman with the maritime industry and the intricate training that mariners master before shipping out. The Congressman is already eyeing future dates to make a return to the School.

### DOT Direct Observation Tests

Expanded drug and alcohol testing regulations went into effect on August 31<sup>st</sup> after a court stay was recently lifted. Among other things, an amendment to the new rules requires transportation workers to be directly observed when providing urine specimens for necessary follow-up and return-to-duty drug tests.

In early August, the Department of Transportation (DOT) issued a final rule reinstating the requirements issued in June 2008 that had been disputed by M.E.B.A. and the Transportation Trades Dept. (AFL-CIO) among others. After a lawsuit leveled by transportation worker unions, a temporary stay of the controversial amendment was granted by the U.S. Court of Appeals for the D.C. Circuit effective November 1, 2008. However, that stay was lifted on July 1, 2009 leading to DOT's reissuance of the Final Rule.

Specifically, the court ruled that DOT's regulations governing observed specimen collections were "neither arbitrary nor capricious," and concluded that the new rule

"does not violate the Fourth Amendment provision against unreasonable searches and seizures."

### Successful CMES E-Learning Conference

An e-learning summit that drew a vast cross-section of maritime training principals at the Calhoun M.E.B.A. Engineering School in July proved so successful that it will become an annual affair.

The International Maritime e-Learning Conference was attended by every major stakeholder in distance learning – a technology for the 21<sup>st</sup> century that allows the online training of mariners. Last year, the Calhoun School established the first true Distance Learning system to be approved for training mariners when it received Coast Guard approval for its online STCW Crowd Management Course.

The conference was set up to further progress toward a more widespread use of this technology and to provide the industry with a better understanding of the complexities involved in getting course approval from



The Calhoun M.E.B.A. Engineering School staged such a successful e-learning conference that it will now become an annual event.

the U.S. Coast Guard. This event was held from July 20-23 at the School and included participation of shipping company executives, maritime regulators, training administrators, and faculty from around the world.

Among many others, speakers included Acting Maritime Administrator James Caponiti who spoke about "The Looming Challenges Facing Maritime Educators;" Captain Art Sulzer who discussed how eLearning can benefit schools nationwide and the Coast Guard's Mayte Medina, who focused on International Maritime Organization training requirements for the future.



Secretary-Treasurer Bill Van Loo (l) and M.E.B.A. President Don Keefe (r) with new MSC Commander Rear Admiral Mark Buzby, the night before Buzby took over for outgoing Commander Rear Adm. Robert Reilly, Jr.



At the Baltimore Propeller Club Feast, the M.E.B.A. contingent included (l-r) Seafarers & International House Director of Development Chris Roehrer, Baltimore Branch Agent Tom Suneson, Keystone's Lou Cavaliere (red shirt), M.E.B.A. Contracts Officer Mark Gallagher, Chief Counsel Nils Djusberg, Frank Antonelli (recent K.P. graduate sailing as 3rd A/E on Keystone's USNS FRED STOCKHAM), M.E.B.A. retiree Bob Vint, Secretary-Treasurer Bill Van Loo, Member Tom Rogers, Member & CAA President Mike Fanning, MarAd's Jim Fox (in M.E.B.A. hat), Retiree Fran Cadden, Retiree Lou Martone & Baltimore Dispatcher Joe Barbacane.



John Cronan, former 3rd A/E on the MAERSK ALABAMA during the pirate attack, (in M.E.B.A. shirt making thumbs-up sign) with his fiancée Heather (behind) and SIU's ATM Reza (AB on the ALABAMA – in blue jacket) were honored guests in October at the Lynyrd Skynyrd show in Las Vegas. The band dedicated "Sweet Home Alabama" to the crew of the MAERSK ALABAMA who, they said, "kicked some pirate ass!"





Aboard the Horizon Lines vessel SS PACIFIC in Honolulu are M.E.B.A. engineers Dave Nashif and Ed Bagley.



M.E.B.A. took part in the Bloody Thursday event held in San Francisco on July 5th. It was the 75th anniversary of the longshore labor action led by Harry Bridges that came to a head on July 5, 1934. M.E.B.A.'s Kathy McCurdy and Jim Rowe were among the throngs to participate in the event that included a march along the Embarcadero.



Active and retired M.E.B.A. members based in the L.A. area showed their solidarity at a Labor Day parade alongside fellow union members.

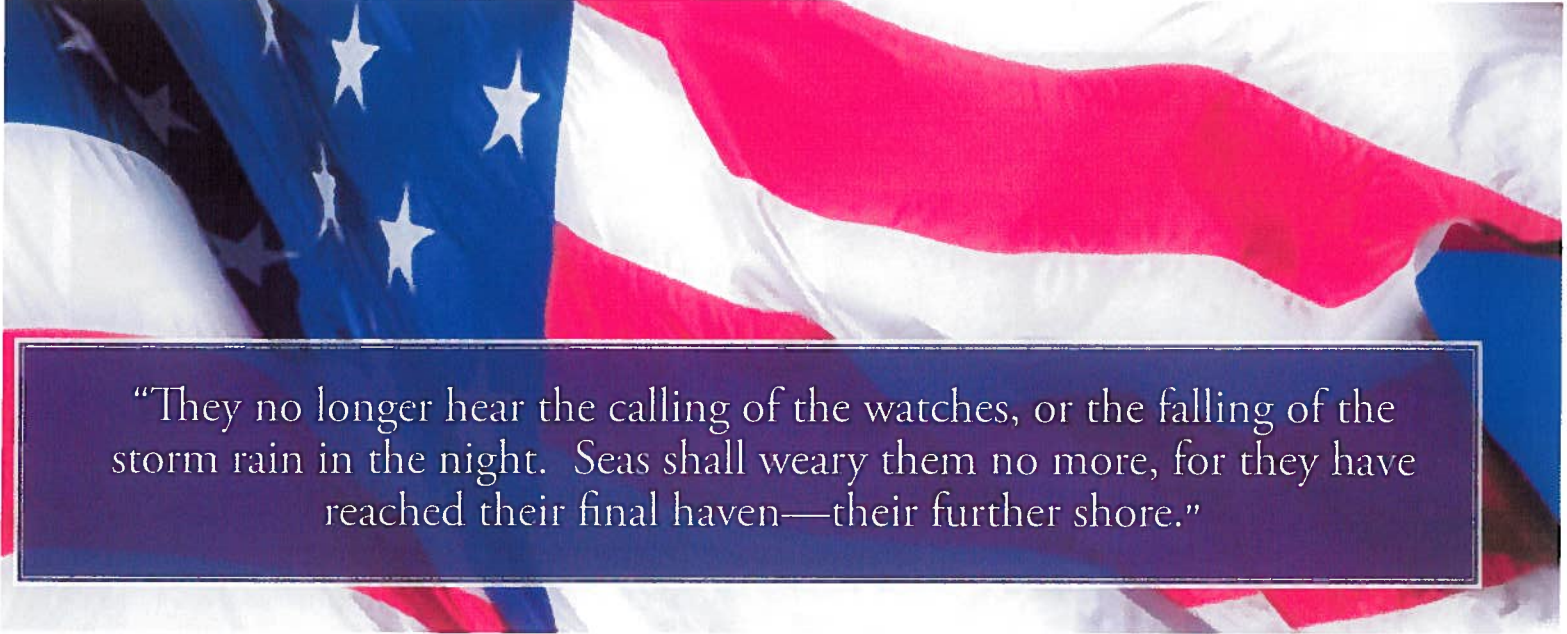


Chief Engineer Paul Hebert's family recently traveled with him aboard the Maersk Line, Ltd. vessel SEALAND INTREPID. Though they were willing to help out around the engine room, Chief Hebert figured instead that Georgia (12), Paige (10) and Ryan (7) were better suited to master the art of the coffee break.



3rd A/E Kari Barnett and 1st A/E Brian "Fuzzy" Brenner aboard the Interlake Steamship boat CHARLES M. BEEGHLY.





“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

## ARTHUR F. ANTILLA

The keys went silent for Arthur Antilla on May 7, 2009 at the age of 91. He spent a brief time under the M.E.B.A. umbrella as part of District No. 3 – Radio-Electronics Officers’ Union (ROU) and earned just over 5 years of pension credit. After shipping out with Sea-Land Service in 1994, he closed the door on his radio shack and settled down in Puyallup, WA. Brother Antilla is survived by his wife Evelyn among others.

## DONALD F. BERGER

Donald Berger set sail for uncharted waters on October 8, 2008 at the age of 85. He suited up with the Union in 1973 and sailed for various shipping companies over the next decade and a half collecting almost eight years of pension credit. He last went to sea in 1988 for Sea-Land before filing for retirement in Chula Vista, CA. Brother Berger is survived by many family and friends.

## ROBERT E. CAREY

Robert Carey awoke to life immortal on April 12, 2009 at the age of 91. He served his country during World War II and con-

tinued an active and competent career with the Union through mid-1965 racking up 20 years of pension credit. Brother Carey was a resident of Pittsburg, CA and is survived by many family and friends including daughter Eleanor Crespo.

## FRED S. CROWLEY, JR.

Fred Crowley hung up his headset on January 22, 2009 at the age of 85. He was born in Portland, OR and graduated from state learning facilities before joining the Marines for the war effort. Later on, he suited up as a member of M.E.B.A. District No. 3 – the Radio-Electronics Officers’ Union (ROU) and began a 17-year career. He last went to sea in the early 1980s for Delta Lines. Brother Crowley was a resident of Sweet Home, OR and is survived by his wife Karla; brother Leonard; grandson Sean; three nieces; two nephews; and many favorite animals.

## JEROME B. CROWLEY

Jerome Crowley cast off on his final ship on December 16, 2008 at the age of 86. He first began sailing out as a full-blooded member in 1961 and his dedication and proficiency helped him earn over 24 years

of pension credit. His last year at sea was 1987 when he shipped out with American President Lines before filing for retirement. Brother Crowley was a resident of Seattle, WA and is survived by many family and friends.



## EDWARD HERMAN DAVIS

Ed Davis sailed into the next life on June 29, 2009 at the age of 83. Born in 1926, he was the second of nine children. During the

Great Depression he dropped out of the eighth grade to help support his family. Ed joined the Navy at age 17 during World War II and spent nearly 50 years working on or in the water. He was part of the U.S. Navy’s Underwater Demolition Team (UDT) during the Naval Pacific campaign in WWII. The UDT is the precursor to the U.S. Navy SEALs. He was wounded by a sniper in combat on Saipan. His seafaring career with the M.E.B.A. was extremely productive and his engineering skills benefited many different shipping companies including Matson Navigation, for which



he sailed in his final shipping job in 1990. Brother Davis is survived by many family and friends including wife Delcie, and his daughters and sons, Mary Barsi, Michael Davis, Burton Davis, Ann Davis, Lawrence Hikalea, and Leslie Rose.

### WILLIAM J. DAVIDSON

Eight bells rang for William Davidson on October 8, 2008 at the age of 86. He was a member through World War II delivering the goods to our fighting forces through dangerous waters. In peacetime, he continued keeping his vessels running smoothly and he racked up almost 25 years of pension credit during a long impressive career. Bill retired from the sea in 1968 after a final job with Lykes Bros. Steamship Company. Brother Davidson was a resident of Slidell, LA and is survived by his daughter Lana Gentile among others. He joins his wife Hilda who died in 1995.

### GEORGE K. DEMPSEY

George Dempsey's spirit was freed on April 28, 2009 at the age of 83. George accrued 20 years of pension credit during an efficient and steady career at sea. He last shipped out in 1978. Brother Dempsey was a resident of Toms River, NJ and is survived by his wife Mary among others.

### ANDREW K. DROTNING

Andrew Drotning embarked on his final passage on May 7, 2009 at the age of 85. Andrew made application with the M.E.B.A. in the waning days of World War II and began sailing out as a member soon after. After putting together over 25 years of pension credit, he wrapped up his work aboard the Washington State Ferries in 1989 and began his retirement. Brother Drotning was a resident of Silverdale, WA and is survived by his daughter Laura Drotning among others. He joins his wife Norma who died in 2000.

### HERBERT C. EMMONS

Herbert Emmons sailed into the sunset on July 30, 2008 at the age of 82. He began shipping out as a member in 1951 and sailed steadily over the next three decades amassing over 31 years of pension credit. Brother Emmons spent many of his days in Lake, MS following his 1982 retirement. He is survived by family and friends and was predeceased by three wives: Gladys (1985), Jimmie (2001) and Irene (2004).

### WILLIAM F. FIELD

William Field eased into the firmament on May 11, 2008 at the age of 84. Bill had a lengthy and exceptional career with the Union having joined in 1944, delivering the goods to our troops in three wars. He last sailed under M.E.B.A. contract with the Army Corps of Engineers before filing for retirement in 1985 with over 34 years of pension credit under his belt. He continued to support the M.E.B.A. in his retirement and was a part of the M.E.B.A. Retirees Group Fund (RGF). Brother Field was a resident of Roseburg, OR and is survived by his wife Doris among others.

### FRANCIS JOSEPH FLEISCHER, JR.

Frank Fleischer reached his journey's end on February 4, 2009 at the age of 86. He was a native of Whitestone, NY and a resident of the New Orleans area for 35 years. A graduate of Kings Point Merchant Marine Academy, Brother Fleischer served on liberty ship convoys during WWII. He retired from U.S. Lines as a Chief Engineer in 1972 (SS AMERICAN RELIANCE) and worked with the U.S. Maritime Administration in New Orleans from 1974 until 1986. Frank was ordained a deacon in 1980 in the Archdiocese of New Orleans and served at St. Teresa of Avila Church and the Center of Jesus the Lord. He was married to Dolores for 63 years and the father of Barbara Fleischer. He is also survived by his sisters Margaret Lutz and Bernice Downes as well as numerous nieces and nephews.

### JOHN M. GAMBA

John Gamba set course for calmer waters on January 18, 2008 at the age of 55. His membership began in 1978 and he proved more than capable aboard ship while collecting almost 24 years of pension credit. After shipping out a final time with Matson Navigation in 2001, he filed his papers and settled down to a well-deserved retirement. Brother Gamba was a resident of Sacramento, CA. He is survived by many family and friends.

### MARIO R. GENTINETTA

Mario Gentinetta sailed into the sweet hereafter on February 26, 2009 at the age of 89. Mario spent a very brief time in the Union during the early 1990s. He was better known as the Director for the Edelweiss Montessori Preschool & Child Care Center in Metairie, Louisiana. Brother Gentinetta was a resident of Metairie and is survived by his wife Dora and daughters Vanessa and Glenda among others.

### HOMER W. GILL

Homer Gill embarked on his final passage on April 12, 2008 at the age of 74. He joined up with the M.E.B.A. in 1962 and strung together almost 24 years of pension credit while shipping out for various companies. He last sailed in 1986 for Sea-Land before filing for retirement and settling down in Independence, LA. Brother Gill is survived by wife Vernida, daughters Victoria Pickering and Rhonda Gill; sons Homer Jr. and Kimball; sister Irene Bryant; brothers Lewis and James; grandchildren Haley Pickering and Grant Gill; and great-grandchild Bella Murr.

### ARNOLD R. GILMORE

Arnold Gilmore closed the door on his radio shack for the final time on April 19, 2008 at the age of 85. He was a member of M.E.B.A. District No. 3 – Radio-Electronics Officers' Union who joined up with the ROU in 1968. He last worked under M.E.B.A. contract with Sea-Land Service in 1991 aboard the SEA-LAND INDEPENDENCE before he filed for re-

tirement and settled down in Framingham, MA. Brother Gilmore joins his wife Margaret who died in 2007. He is survived by his son Brian among others.

### PEDRO GOMEZ

Pedro Gomez shipped off toward his final destination on April 29, 2006 at the age of 86. His membership began in 1964 and Pedro put in a hard day's work every day as he kept his vessels humming along. In 1987, he hit the 20 year pension credit plateau and filed for retirement. Brother Gomez was a resident of Vacaville, CA and is survived by his son Michael among others.

### ALLAN L. GONDER

The keys went silent for Allan Gonder on December 25, 2008 at the age of 81. He suited up with the Radio-Electronics Officers' Union in 1968 and kept the channels open for years sailing in ship radio shacks for various companies. After collecting over 20 years of pension credit he worked a final job for Mathiason Tanker before filing for retirement. Brother Gonder was a resident of Kalispell, MT. He is survived by his wife Barbara among others.

### GERANDO D. GONZALEZ

The Creator rang down 'finished with engines' for Gerando Gonzalez on August 30, 2008 at the age of 85. He spent almost 40 years sailing as a member and bled M.E.B.A. blue and gold as he lent his expertise to ship engine rooms while racking up an amazing 36 years of pension credit. In 1984, he stepped off the MTL ship MARINE DUVAL and filed for retirement. He continued his support for the Union through the years and was involved in the M.E.B.A. Retirees Group Fund (RGF). Brother Gonzalez was a resident of Texas City, TX and is survived by his wife Catalina among others.

### MAURICE F. GRACY

Maurice Gracy steamed into the sunset on April 28, 2008 at the age of 98. Maurice served his country in WWII and joined up with the Union soon after eventually playing a part in two more wars as a sailing member of the Fourth Arm of Defense. Brother Gracy accumulated 25 years of pension credit during a long and colorful career. He last shipped out in 1972. He is survived by many family and friends.

### ENNIS A. GRADY

Ennis Grady sailed off toward his final port call on August 7, 2008 at the age of 81. He spent 45 years as a mariner working himself up through the hawsepipe before joining the M.E.B.A. in 1958. He subsequently shipped out for decades as a sailing officer keeping vessels running smoothly for various companies. Brother Grady collected over 26 years of pension credit before filing for retirement and settling down in Lucedale, MS. He is survived by his wife Yvonne among others.

### EUGENE E. GRAY

Eugene Gray eased into eternity on August 21, 2008 at the age of 86. He braved dangerous waters during WWII to deliver critical wartime cargo early on in his M.E.B.A. career. Gene kept working steadily through the years, showcasing his skills in the engine room and proving to be a valuable asset to the Union and shipping companies. He racked up an impressive 30 years of pension credit en route to his 1978 retirement following a final shipping job with Sea-Land Service. Brother Gray was a resident of Fullerton, CA and is survived by his daughter Shirley Ryan among others. He joins his wife Dorothy who died in February of 2008.

### JACK M. GREENBERGER

Jack Greenberger ended his earthly career on April 16, 2008 at the age of 83. Jack worked at the M.E.B.A. Plan Office in New York and displayed a solid work ethic and knowledge of the job that made him a standout employee through the 1970s

and '80s. In 1989, he wound down his career with the Union and began retired life from his home in Flushing, NY. Brother Greenberger is survived by his son Bruce among others. He joins his wife Claire who died in 1998.

### ROBERT O. GRIFFITHS

Robert Griffiths sailed into safe harbor on April 17, 2008 at the age of 75. He suited up in M.E.B.A. blue & gold in 1955 and kept his ships running smoothly for decades as he accumulated almost 25 years of pension credit. In 1988, he wrapped up a final job with Sea-Land Service and stepped onto the beach for good. Brother Griffiths was a resident of Orinda, CA and is survived by children Beverly Maechling, David Griffiths and Kathleen Griffiths.

### ALVA C. GULLEY

Alva Gulley sailed toward his final rest on April 8, 2009 at the age of 81. He is another of the brave veteran mariners who enabled this country's victory in WWII. He would continue his service to the country in two more wars over the years shipping key war cargo to our fighting forces. Alva amassed over 32 years of pension credit during a productive and colorful career. After finishing out a final job with Afram Lines, he took his retirement in 1989 and settled down in Ft. Walton Beach, FL. Brother Gulley is survived by his son Michael and daughter Valerie among others.



### DAVID HANOVICE

David Hanovice crossed the great divide on April 28, 2009 at the age of 84. He was born as an American citizen in Tel Aviv. Before the U.S. joined World War II, David volunteered in the British Air Force to support the war effort. When the U.S. entered the war, he transferred to the U.S. Army 404th Q.M. Trucking Unit, transporting troops and supplies to the battle front. David was the recipient of the Good Conduct Medal, Victory Ribbon, EAME Campaign Medal



with 1 Bronze Star and 5 overseas service bars. Four of his brothers also served in World War II during the same time. After his discharge, he returned to Texas to continue his studies, where he graduated in 1948 from the School of Technology of the University of Houston. His studies were cut short when he volunteered for service in Israel's War of Independence. He was among the North American volunteers from abroad called Machals. David delivered the MV YUCATAN from New Orleans to Haifa and then served as Chief Engineer on the NOGA/K-26. From 1950 to 1953, David delivered ships purchased in the U.S. to the Israeli Navy. He remained in Haifa until 1954 to train Israeli Navy engineering crews. In 2003, David received a commendation from the State of Israel for his "heroism and courage beyond the call of duty." While in Israel, David met and married the love of his life, Rose Behar, who was a Lieutenant nurse in the Israeli Army. In 1954, David and Rose moved to New York, where they started and raised their family of five children. David worked as a mechanical engineer and continued his engineering studies.

He joined the M.E.B.A. in 1967 and sailed around the world for more than 20 years. He was a member of Temple Israel, American Veterans of Israel and other religious and civic organizations. He last shipped out in 1987 for Sea-Land Service. Brother Hanovice was preceded in death by his son, Samuel (2006); and six brothers and five sisters. He is survived by his wife of 57 years, Rose; daughters Tammy, Dena, and Karen; son Joel; brother Itzhak; grandchildren Daniel, Caroline and Benjamin Engel; Rose and Sami Palermo; Jack, Mathew, Ryan and Samuel Tyler Hogan; and many nieces and nephews.

### CHARLES F. HATHCOCK

Charles Hathcock steamed toward his final destination on November 1, 2008 at the age of 83. He began sailing as a member in 1957 and traveled the world gathering tales from every corner of the earth as he

stacked up 19 years of pension credit in the process. He last shipped out in 1983 for Puerto Rico Marine and eventually settled down in North Fort Myers, FL. Brother Hathcock is survived by many family and friends including his brothers Cornelius and Donald.

### HAROLD K. HENDERSON

Harold Henderson shipped off toward the next life on April 25, 2008 at the age of 88. He started shipping out with the Union in the early 1960s and proved to be a valuable man to have aboard a vessel. His excellent work made many a shipping company happy and earned him almost 23 years of pension credit in a career that stretched until 1983. Shortly before filing for retirement, he wrapped up his last shipping job with Lykes Bros. Steamship Co. Brother Henderson was a resident of Coldspring, TX and is survived by his daughter Kaye Griffin among others. He joins his wife Margaret who died in 2006.

### ROBERT B. HINERMAN

Robert Hinerman was released from earthly ties April 24, 2009 at the age of 84. He served his country and Union during World War II and continued sailing in peacetime delivering the goods. His long and colorful career came to a close in 1966 shortly after he earned his twentieth year of pension credit. He last shipped out for States Marine Lines. Brother Hinerman was a resident of Willits, CA and is survived by his wife Lavina among others.



### ALLEN ROBERT HORNISH

Allen Hornish steamed into the sunset on January 25, 2009 at the age of 69. He grew up in Defiance, Ohio, graduated the local high school then worked at GM for 2 years and at the Old Fort Oil Company gas station for 3 years. He served his country in the U.S. Navy for four years and was honorably discharged

on September 10, 1963. After the Navy, he joined the Union as an engineer in a seafaring career that spanned 22 years. During his travels around the world, he went to Japan, India, Korea, and North & South America. Allen loved his family -- they were his source of inspiration. His favorite pastimes were listening to music, playing solitaire and bowling. He loved to watch his cousin, Sam Hornish, Jr., race for Indy and NASCAR. His favorite food was tacos. He lived a very healthy life, but in later years, he was stricken with terminal throat cancer. He was a beloved husband, father, brother, uncle, cousin and friend. Brother Hornish is survived by his wife of 32 years Linda Lee Peeples; daughter Elizabeth Arnold; brother Paul Hornish; sisters Susan Hurtt; Sharon Emrick and Cynthia Bradley; uncle Carl Becker; aunts Veulah LeFevre and Wanda Lawrence; a host of cousins, nieces, nephews, and friends.

### PAUL KANTUS

Paul Kantus sailed into another life on Nov. 4, 2008 at the age of 82. He served in the U.S. Army from 1951 to 1953, and as an ensign in the U.S. Navy from 1954 to 1964. Paul was attracted to life aboard ship and trained as a merchant seaman. He found a job as a wiper, worked his way up the hawsepipe and eventually was licensed as a Chief Engineer. He sailed on freighters of the Moore-McCormack Line on their South American run for 18 years and with States Line between the West Coast and Japan for five years. In 1980, he left his career at sea and joined the San Francisco Department of Public Works, from which he retired as a supervisor in 1990. Except for his time at sea, he lived all of his life in the Noe Valley (San Francisco, CA) house where he grew up. He loved film and even met his eventual wife Edith at the theater. Paul especially enjoyed the adventures of Laurel & Hardy, and he joined the Bay Area Laurel & Hardy enthusiast group known as the "Sons of the Desert." His love of film extended to filmmaking, and he took a course in this subject in Santa Cruz, where he tried his hand at directing.

In retirement, Paul happily turned his attention to his hobbies. In addition to film, these included photography and a love of books. He also enjoyed Eric Gattmann's world affairs classes. He was a member of Friends of the Library and Friends of Noe Valley, as well as president of the East & West of Castro Street Improvement Club, another important Noe Valley organization. While he was a warm and charitable man, and a devoted husband, Paul's lasting legacy, his gift to the neighborhood, was as Chief Archivist as he dedicated himself to preserving the history of Noe Valley. Paul spent nearly three decades collecting and preserving stories, photographs, documents, news clippings, and other memorabilia related to Noe Valley's history. As his wife Edith said, "Although he traveled far and wide, he always called Noe Valley home." Brother Kantus is survived by his wife Edith and many family and friends.

### RUBEN W. KILLIAN

Ruben Killian was promoted to glory on August 21, 2008 at the age of 80. A ship was always in good hands with Ruben perched in the engine room keeping things running smoothly. He spent 33 years in the M.E.B.A. and racked up almost 33 years of pension credit en route to a well deserved retirement in 1984. His last shipping job was with Lykes Bros. Steamship aboard the ELIZABETH LYKES. Brother Killian was a resident of College Station, TX and is survived by his wife Mary among others.



### KIRK W. LOURIM

Kirk W. Lourim motored off toward his next adventure on June 24, 2009 at the age of 54. Kirk was a well known motorcycle enthusiast and he was doing

what he loved when a terrible accident took him away much too soon. He had retired in 2004 as a Chief Engineer. Kirk was an avid fisherman and loved to travel the country on his Harley. He was an active member of the Halifax Sport Fishing Club and took great pride in assisting the club with its an-

nual tournament for individuals with special needs and children's fishing clinic. It took people a short time to know what kind of person Kirk was, and to know him was to love him. A memorial service was held in August in Point Pleasant, NJ. A second service will be held, according to his wishes, during Bike Week 2010 in the Daytona, FL area. You can visit a special Facebook tribute page set up for Kirk for details and locations upon their announcement: [www.facebook.com/pages/Kirk-Lourim-1954-2009/97564709079](http://www.facebook.com/pages/Kirk-Lourim-1954-2009/97564709079). Brother Lourim was preceded in death by his parents and his sister, Lynette. Survivors include his nephew, Rick Keller; his niece, Christine Saffran and their two children, and his cousins Cathy Brown, Bill Becker and Gordon Ortelli.

### DAVID T. LYNCH

David Lynch settled his accounts on March 21, 2008 at the age of 81. He was granted membership in 1955 and he made the most of it, showcasing his skills aboard various vessels while amassing 33 years of pension credit in the process. He last went to sea in 1985 for Energy Transportation sailing aboard LNG vessels. Brother Lynch joins his wife Evelyn who died in 2004. He is survived by his son David and daughter Julie among others.

### JOSEPH E. MCKENNA

Joe McKenna crossed over on December 16, 2008 at the age of 89. He toiled in ship engine rooms for decades with the 1950s and '60s being the heyday of his M.E.B.A. sailing career. For his efforts, Joe netted 20 years of pension credit, a successful living and many tales from the sea that he brought with him following his 1969 retirement. He last shipped out with American President Lines the year he came onto the beach for good. Brother McKenna was a resident of Bellevue, WA and is survived by his wife Mildred among others.

### LUCIAN R. MILLER

Lucian Miller made the big jump on December 30, 2008 at the age of 83. He was a member of the Brotherhood of Marine

Officers (the BMO pension plan merged into the MEBA Pension Trust in late 1981). He joined up in 1965 and worked steadily for the next 14 years. He last shipped out with Farrell Lines in 1979 before easing into retirement. He had been living in Philadelphia at the time of his death. Brother Miller is survived by his sister Fannie Randolph among others.

### DAVID FRANKLIN MOCK

David Mock answered the final bell on June 15, 2009 at the age of 59. Born in Stuttgart, AR, he grew up in Jefferson Parish in Louisiana. He was a competition diving champion and a lifeguard in his early years. David was also a member of the Boy Scouts of America. He was an avid reader and did the crossword puzzle daily. He was proud of his service as a merchant mariner, a job that allowed him to sail around the world many times over. He was decorated for his service during the Desert Storm campaign. Brother Mock is survived by his wife Laura Angel, mother Gladys, brother James, sister Nancy Mock and many nieces, nephews and cousins.

### ARTHUR M. MOOSEN

Arthur Moosen booked his final passage on October 16, 2008 at the age of 93. He was known for a strong work ethic and amazing skills as he pulled out 21 years of pension credit during a shipping career that brought him around the world in the 1950s and 1960s. He began plotting his retirement as the next decade began and soon after filed for retirement to enjoy the fruits of his labor. Brother Moosen was a resident of Los Angeles, CA and is survived by many family and friends.

### FRANK E. MORRISON

Frank Morrison sailed into the sunset on February 6, 2009 at the age of 95. He suited up in the M.E.B.A. blue & gold in 1943 and helped make a difference immediately shipping through dangerous waters and getting key cargo to our fighting forces. Frank shipped out in parts of five decades, last having gone to sea in 1980 before filing his



retirement papers with 32 years of pension credit under his belt. Brother Morrison was a resident of Reno, NV and is survived by his wife Sarah among others.

### THOMAS E. MULLEN

Thomas Mullen crossed the final bar on April 14, 2008 at the age of 81. He was indoctrinated into the M.E.B.A. Brotherhood in 1951 and spent his career performing engine room miracles for various shipping companies. He last went to sea for Farrell Lines in 1983 before putting away his wrenches after pulling down almost 28 years of pension credit. Brother Mullen was a resident of East Meadow, NY and is survived by many family and friends.

### ARTHUR MURPHY

Arthur Murphy reached his final shore on March 24, 2009 at the age of 88. Arthur was a member during World War II and served the Fourth Arm of Defense with courage and great expertise as he made many missions into dangerous waters to deliver the goods to our troops. In 1964, having earned his 20th year of pension credit and eager to pursue shoreside interests, Arthur filed for retirement. Brother Murphy enjoyed his final years in Kingwood, TX and is survived by his wife Rosena and daughter Tamara among others.

### MAURICE R. OJORD

Maurice Ojord sailed toward safe haven on November 18, 2008 at the age of 85. He first put on an M.E.B.A. boiler suit as a member during World War II and his talents were immediately put to work as he made many a mission for his country through waters patrolled by enemy craft and U-Boats. After the war he moved to Portland and also married his wife Mary during the decade. He continued shipping out during peacetime interspersed by two more wars but finally hung up his Stilsen wrenches in 1983 with 24 years of pension credit after a voyage with Sea-Land Service. Mary died in 1987. Maurie eventually was able to move on and remarried. Brother Ojord is survived by

his wife Violet, sons Jim and Mark, daughter Barbara Haftorson, stepson David Gisi; stepdaughters Voni-Jo Keith, Connie Gisi and Susan McMerrick; and many grandchildren and great-grandchildren.

### CHARLES R. OWENS

The signal went dead for Charles Owens on December 20, 2008 at the age of 91. He was a member of M.E.B.A. District No. 3 – Radio-Electronics Officers' Union who began sailing out for the ROU in 1966. He kept the communication lines open during his work for a variety of shipping companies but finally hung up his headset in 1981 after a final job with U.S. Lines. Brother Owens was a resident of Rogers City, MI and is survived by his wife Marion among others.

### HAROLD PAULSON

Harold Paulson climbed the gangway to the great beyond on July 20, 2009 at the age of 88. As a young man he served his country during World War II then continued making valuable contributions in peace and in war as a member of the Fourth Arm of Defense. Harold racked up 25 years of pension credit during a busy and prolific career. His retirement began in 1974 and he spent much of his time in Nyssa, OR. Brother Paulson is survived by his wife Dolores among others.

### WILLIAM G. PEABODY

William Peabody made his final crossing on April 20, 2009 at the age of 89. He was an applicant to the Union during World War II contributing his talents to the cause. Soon after, he made membership and racked up an amazing 39.5 years of pension credit during a dynamic career which allowed him to showcase his engineering expertise for a variety of shipping companies. He last shipped out in 1984 for U.S. Lines before taking his well-deserved retirement. Brother Peabody was a resident of Cherry Hill, NJ and is survived by his sister Jeanne Stack among other family and friends.

### EDWIN F. PERROTT

Eight bells rang for Edwin Perrott on November 22, 2008 at the age of 94. Brother Perrott first turned a wrench in a blue and gold boiler suit in the 1940s. He demonstrated his skill as an engineer and was a good shipmate and a huge asset on the many vessels he sailed around the globe. He dropped anchor for the final time in 1979 and retired to Palm Harbor, FL. He joins his wife Jean who died in 2001. He is survived by his daughter Jean Freeman among others.

### THOMAS F. PERRY

Thomas Perry pushed off toward his final frontier on November 11, 2008 at the age of 93. He began his long sailing career with the Union in the 1940s and proved to be a good man to have aboard ship. His talents took him all around the world many times over and he earned 25 years of pension credit for his efforts. After a final sea job for Lykes Bros. Steamship Co. in 1973 he retired. He was a resident of the Sailors' Snug Harbor in Sea Level, NC at the time of his death. Brother Perry joins his wife Anita who died in 1999. He is survived by son Donald and daughter Patricia Hayes among others.

### WILLIAM S. REESE, SR.

Bill Reese reached the end of the line on July 9, 2008 at the age of 84. He first turned a wrench as a member in 1963 and strung together many productive years at sea. He retired after a final shipping job with Sea-Land Service in 1984 having earned almost 21 years of pension credit. Brother Reese was a resident of Oakland, CA. He joins his wife Helen who died in 2005. He is survived by his son William, Jr. and nieces Glorious Jackson and Carolyn Hartfield among others.

### BERNARD REINERS

Bernard Reiners made sail for the great unknown on January 25, 2009 at the age of 91. He was sailing as an applicant in the early 1940s and his talents were leaned on heavily after the invasion at Pearl Harbor. He made membership soon after and continued sailing into war zones around the world to ensure the delivery of key cargo to our fighting forces. Bernard was just as valuable to his ship in peacetime and he ensured many a successful voyage with his talents. He racked up an impressive 40 years of pension credit along the way, but stowed his sea bag away for good in 1981 after a final job aboard the SEA-LAND ENDURANCE. Brother Reiners was a resident of Oakland, CA. He joins his wife Jewel who died in 1993. He is survived by his son Gary among others.

### NICHOLAS B. ROGERS

Nick Rogers steamed into the hereafter on January 16, 2009 at the age of 84. His service with the Union began in 1946 after he served his country during World War II. Like many M.E.B.A. members, his work took him around the world as he kept his vessels running smoothly. After shipping out with Trinidad Corporation in 1983, he put away his calipers for the final time and settled down having earned 24 years of pension credit. Brother Rogers was a resident of St. Augustine, FL and is survived by his nephew Dave Rogers among others.

### RICHARD L. RUSSELL

Richard Russell made his final port call on November 5, 2008 at the age of 90. His sailing years took place in the 1950s and '60s in the early days of containerization. He shipped out to the four corners of the earth collecting 17 years of pension credit in the process. His last sea job was aboard the SS BRAZIL in 1968. Richard filed for retirement soon after and settled down in New York City. Brother Russell joins his wife Ida who died in 2004.

### GERALD J. SARKESIAN

Jerry Sarkesian hung up his headset on March 31, 2008 at the age of 80. In 1977, he became a member of the Radio-Electronics Officers' Union (ROU) (M.E.B.A. District No. 3). He kept the lines of communication open, working in radio shacks for various shipping companies over the years. Jerry accumulated over 17 years of pension credit en route to his 1994 retirement. Brother Sarkesian was a resident of Phoenix, AZ. He joins his wife Elaine who died in 1981.



### FRANKLIN F. SHELLENBARGER

Captain Frank Shellenbarger sailed toward distant lands on November 25, 2008 at the age of 88.

He enlisted in the Navy in 1938 and served as a radioman and signalman on board the old sailing ship CONSTELLATION, the battleship COLORADO (BB-45), the destroyer HERBERT (DD-160), and light cruiser HELENA (CL-50) among others. After leaving the service in 1941, he worked briefly in the aircraft industry then worked as an instructor at the Maritime Officers Training School, New London, Connecticut. Soon after, he joined the Brotherhood of Marine Officers (BMO) and became a deck officer on board merchant ships. He performed wartime service on board the Liberty ships JOHN R. McQUIGG, REVERDY JOHNSON, and LINN BOYD. In the decades that followed he was a deck officer for American South African Lines, American Export Lines, and American Export-Isbrandtsen. In the early 1960s he was chief mate, acting master, and ship superintendent of the nuclear-powered cargo ship SAVANNAH. His experience as master of cargo or cargo/passenger ships included the EXTAVIA, FLYING SPRAY, EXIRIA, EXPORT CHAMPION, EXPORT AMBASSADOR, CONTAINER FORWARDER, CONTAINER DISPATCHER, FLYING FISH, EXPORT AGENT, and EXPORT COURIER. He retired from the sea in 1979 with over 25 years of pension credit to his name. In retirement,

Brother Shellenbarger testified as an expert witness in legal cases. From 1994 to 2003 he was president of the Marine Society of New York. He was a resident of Point Pleasant, NJ and is survived by his wife Mary among others.

### CHARLES A. SHUTTLEWORTH

Charles Shuttleworth made his last muster on August 19, 2008 at the age of 83. He suited up in the M.E.B.A. blue & gold during World War II and his contributions helped turn the tide against our wartime enemies. He amassed an outstanding 35.5 years of pension credit during a long and exceptional career. After a final shipping job with Sea-Land Service in 1994, he hung up his boiler suit and settled down. Brother Shuttleworth was a resident of Bethlehem, CT. He joins his wife Loretta who died in 1987 and is survived by many family members and friends.

### WILLIAM J. SLOAT

Bill Sloat rang "finished with engines" on January 17, 2009 at the age of 87. He served in World War II then saddled up with the M.E.B.A. in 1951 and provided valuable contributions to his country once more in Korea & Vietnam. Bill racked up 26 years of pension credit before filing his retirement papers in 1981. He settled down in Hendersonville, TN. He later worked at AEDC in Tullahoma. He was a devout Roman Catholic who was baptized by a Dutch Priest in India during WWII. He traveled the world with his wife after he retired. Rosemarie died in 2006 following their 60-year marriage. Brother Sloat is survived by his children, William F. Sloat, Connie Fanning and Karen Sloat; grandchildren William Benjamin Sloat, Wesley Sloat, Montgomery Sloat, Liberty Lander-Dyer, Toby Fanning, Jr., and Taylor Rose Sloat; great grandchildren Aubrey, Koen, Kya-Marie; and sister, Phyllis Burkhart. Bill's final resting place is at White Chapel Memorial Garden in Troy, Michigan.



## RICHARD SMITH

Richard Smith stood his final watch on April 26, 2009 at the age of 70. His membership began in 1970 though he sailed infrequently over the next 28 years. He last worked in the Washington State Ferry system in 2008 before retiring with 6.5 pension years. Brother Smith was a resident of Bellevue, WA and is survived by his wife Sharon among others.

## GEORGE M. STARR

George Starr made his final voyage on March 16, 2009 at the age of 84. He put in decades of hard work that made him a popular shipmate and was respected by the vessel owners who knew their ship was in capable hands. George racked up almost 22 years of pension credit in a steady and competent career that wound down in 1970 when he eased into retirement. Brother Starr was a resident of Cape Charles, VA and is survived by his daughters Anne and Kim as well as son Todd.



## ROBERT CULLEN STEWART

Rob Stewart sailed into eternity on September 16, 2009 at the age of 39 after a courageous battle with cancer. He was born

to Doug and Deanna Stewart in Torrance, CA on November 24, 1969, where he, his older sister Wendy, and younger brother Courtney grew up. He graduated the California Maritime Academy in 1991 with a BS in Mechanical Engineering and BS in Marine Ocean Technology. He was honored as Distinguished Engineering student and Scholar Athlete of his class. Soon after, Rob began to indulge in his love of the sea on a professional level. He worked with NOAA for several years in Hawaii then as a civilian on a Naval Project in Port Hueneme, California. He then suited up as member of the M.E.B.A. and began sailing out of Seattle. He shipped out on many vessels including the OVERSEAS WASHINGTON, PRINCE WILLIAM SOUND, SEALAND TACOMA and CSX PACIFIC among others. In 2007, he earned his Chief Engineers'

license and began a permanent job on the HORIZON TIGER the following year. His sister Wendy said that Rob loved sailing the Tacoma to Alaska runs. "He got to fish a little bit up there when they docked. There was nothing Rob loved more than fishing. He became a fanatic about the age of 7 when he caught his first fish at Mono Hot Springs. By the time we were teenagers he refused to go hiking while on vacation for more than 2 miles without stopping to fish. In high school he used to pinhead (help out for fishing privileges) on local fishing barges. He often gave away all or most of what he caught." He also enjoyed participating in baseball, volleyball and recently added rock hounding to his recreational activities. Brother Stewart is survived by many family and friends.

## FREDERIC P. STODDARD

Fred Stoddard sailed into wild blue yonder on December 12, 2008 at the age of 69. He suited up with the Union in 1991 staying under the M.E.B.A. umbrella for 13 years. He loved the Great Northwest and was a resident of Vashon, WA at the time of his death. Fred's service to the Union culminated in his 2004 retirement which ended up being all too brief. Brother Stoddard is survived by his wife Barbara and daughters Melissa and Jennifer.

## TIMOTHY C. SULLIVAN

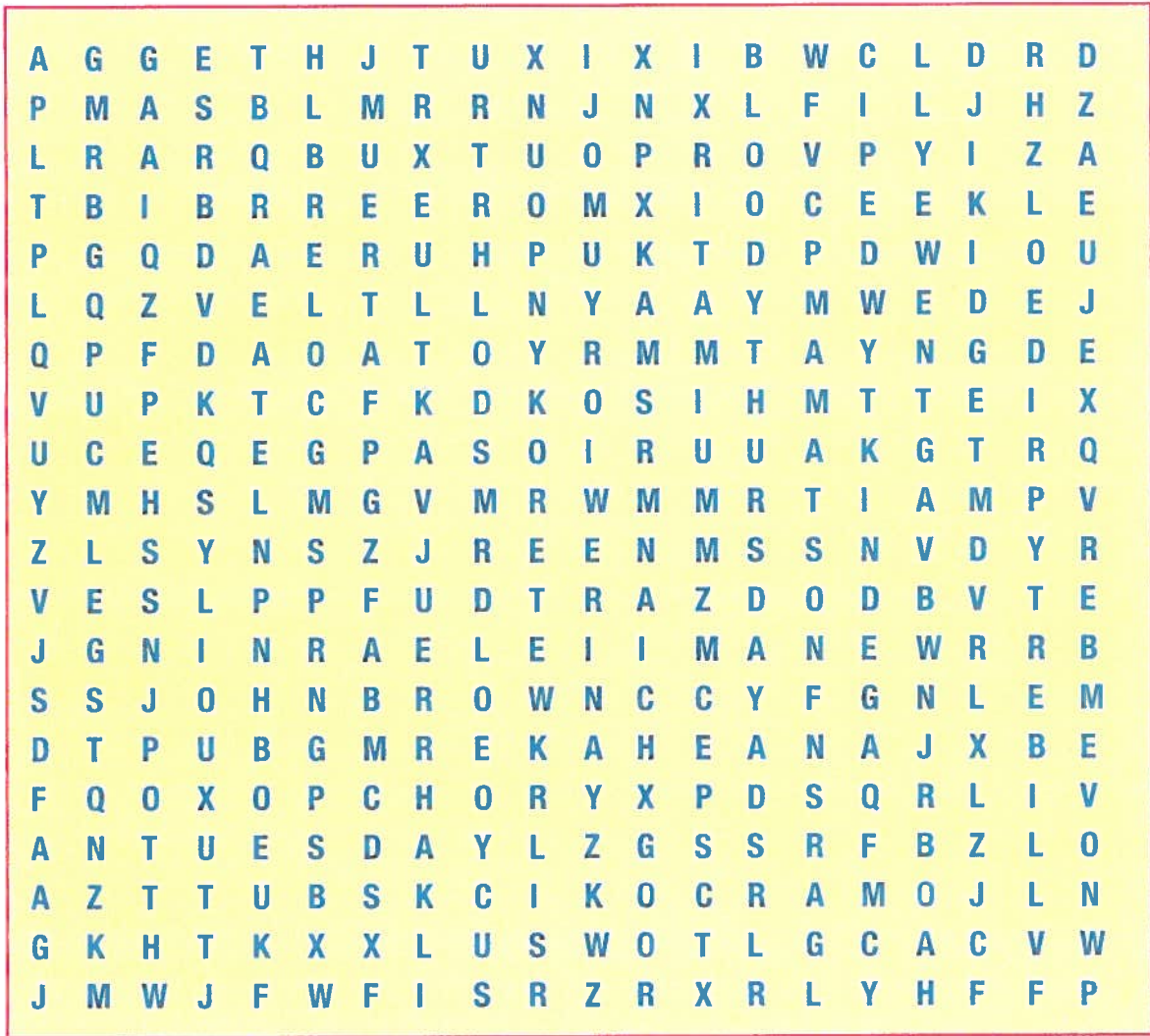
Tim Sullivan shipped out for the final time on January 24, 2009 at the age of 91. He sailed out of West Coast union halls for decades collecting over 25 years of pension credit during a productive and colorful career. He last went to sea for Matson Navigation in 1978 before filing his papers and settling into a well-deserved retirement in Reno, NV. Brother Sullivan joins his wife Sophia who died in 2007. He is survived by many family and friends.

## JOHN EDWARD TOMMANEY

John Tommaney departed this life on May 20, 2009 at the age 64. He spent half his life with the Union racking up almost 30 years of pension credit and sailing for a variety of shipping companies. He last went to sea for American Ship Management before stepping onto the beach for good in 1999. Brother Tommaney was a resident of Vacaville, CA and is survived by his wife Joan, daughter Ann and stepson Joseph Schwedhelm among others.

## GEDNEY WEBB

The keys went silent for Gedney Webb on February 7, 2009 at the age of 87. He was born in Warsaw, MO in 1922, joined the Marine Corps 16 years later and served in World War II and the Korean War. After retiring as a warrant officer, he worked as a radio executive officer for a worldwide cruise line. He was a member of M.E.B.A. District No. 3 - the Radio-Electronics Officers' Union (ROU). In 1968, he and his wife Marjorie moved to Grants Pass, OR which he called home for the rest of his days. Brother Webb was a member of the John Birch Society, enjoyed history, the guitar and ham radio. In addition to his wife, survivors include sons Randel and Dennis; daughter Robyn Elam; half-brother Dennis Dukes; eight grandchildren and 12 great grandchildren.



# M.E.B.A. Word Search - Fall Edition



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

- 1) Last name of new AFL-CIO President.
- 2) Month that students can begin to register for first six months of 2010 courses at the Calhoon School.
- 3) M.E.B.A. has a new 9-year deal for this U.S.-flag cruise ship.
- 4) Day of the week for the Baltimore/ Calhoon School meeting.
- 5) Name of new M.E.B.A.-crewed PCTC featured in this issue.
- 6) Somali pirates were thwarted by the U.S. crew of this ship.
- 7) Three-letter acronym for the five-person executive board of the M.E.B.A.
- 8) Acronym for M.E.B.A. Panamanian affiliate.
- 9) Last name of Congressman who represents the Maryland District where the Calhoon School is located.
- 10) Acronym for fund supported by members that assists M.E.B.A. Capitol Hill efforts.
- 11) M.E.B.A. recently sealed up new agreements with this West Coast Company along with MM&P and ARA.
- 12) A recent wage reopener with this Great Lakes company produced an improved MOU.
- 13) West Coast July 5th observance of 1934 labor struggle.
- 14) San Diego shipyard that has been constructing a series of M.E.B.A.-crewed MSC newbuilds.
- 15) Philadelphia shipyard constructing M.E.B.A.-crewed newbuilds for OSG.
- 16) The CMES recently staged a successful conference on this topic.
- 17) This TTD President shared a few words with the Marine Officer in this issue.
- 18) First and longest serving director of the CMES.
- 19) Longest serving M.E.B.A. president.
- 20) The Liberty Ship berthed in Baltimore, MD.
- 21) Very first president of the M.E.B.A.



# Turn Back the Chronometer

To July 1985 (A.M.E.)



Sahae: 'Woman of Year'

## Maritime queen revisited

Last month in this column, we reported in a somewhat tongue-in-cheek fashion that the Golden Gate chapter of the Propeller Club had scrapped its yearly "Maritime Queen" beauty competition in favor of a "Maritime Woman of the Year." The change was made to honor women for their more lasting contributions to the industry.

Randy F. Sahae, the first Woman of the Year, has done just that. Sahae, an electrical engineer with Matson, was instrumental in coming up with a significant electrical innovation in the industry that has been recognized by the Society of Naval Architects and Marine Engineers.

Sahae's innovation has widespread application aboard ships in the conservation of energy, increasing a vessel's refrigerated cargo carrying abilities.

Reflecting on being named Maritime Woman of the Year, Sahae praised the club for basing the new award on women's "qualifications, rather than our curves."



**MARITIME BEAUTIES:** An employee of the West Coast MEBA Funds was elected runner-up Second Princess in the Golden Gate Miss Maritime Contest last month. Center in photo is the new Miss Maritime of the Golden Gate, Pamela Lette, of Potter Electric Company. At left is First Princess Caroline Taylor, of C&H Sugar Company, and at right is Second Princess Linda Thompson of the MEBA Funds. The Miss Maritime Program was sponsored by the Propeller Club of the United States, Port of the Golden Gate and the San Francisco Junior Chamber of Commerce marine committee in celebration of Maritime Day 1975.

To June 1975 in the  
American Marine Engineer.

To June 1985 (A.M.E.)

## Maritime queen dethroned

The Golden Gate chapter of the Propeller Club of the U.S. has been liberated.

Every May, the club's San Francisco-based chapter has crowned a not-too-hard-to-look-at young woman as its Maritime Queen to reign over the area's Maritime Week festivities.

No more. The Maritime Queen is dead.

And last month, ending what some thought was a "time-honored" tradition—others evidently didn't—the club did away with the beauty competition, naming

instead its first maritime Woman of the Year.

Why the change? "The Propeller Club," according to chapter president Captain Robert J. Murray, "wishes to honor the women of the maritime industry for their contribution to the industry and the companies by whom they are employed."



## Maritime Queen deposed by the times

Three years before the overthrow, Janet Hinman, seated, was selected Maritime Queen of 1982 by the Golden Gate chapter of the Propeller Club.





## Recent Retirees: Shifting into Reduced Operating Status

Edward C. Adkins  
Lyman E. Albert, Jr.  
Carl P. Amerling  
Robert A. Anderson  
Ronald O. Binetti  
Gary L. Blakesley  
Keith L. Blanchard  
Candido D. Bombas  
Scott M. Briggs  
Harold E. Burch  
Bryan C. Byrne  
Mark A. Chartier  
Robert G. Clarke

William E. Creel  
Carol D. Curtiss  
Charles O. Davis  
Paul J. Donnelly  
Michael J. Dore  
Gary W. Eads  
Philip E. Falls  
John Galgano  
George F. Gehring, Jr.  
David M. Hackney  
Arthur E. Handy  
Gary G. Helfert  
Douglas A. Jimenez

Jeremiah Kennan  
Rickey D. King  
Harry A. Kirmon  
Frank P. Kirsch III  
Dennis Leggett  
Hans Lilledahl  
Donald E. Lingle  
Robert S. Mahler  
Michael (Moose) Mallini  
Louis A. Marciello  
William D. Marmann  
Jeffrey A. McMann  
Michael L. McWilliams

William J. Meredith  
Dominic J. Murphy  
Raymond N. Muta  
Kenneth M. Nolan  
James L. Nuzzo  
Donald H. Olson, Jr.  
Guy E. Pehaim  
David D. Perry  
Leslie E. Phillips  
Lidia A. Pollard  
Jack S. Rockafellow  
Darrell L. Salsgiver  
Galen L. Sechrist

David Seltzer  
John J. Sledzinski  
Leighton R. Tseu  
Anastase C. Tsipolitis  
Matthew J. Vanduyne  
Timothy W. Welty  
Alfred R. Williams  
Carl A. Williams  
George L. Wood



## Meeting Schedule

Port	October	November	December
Balt/Calhoun at CMES	Tues. 6	Tues. 3	Tues. 8
Boston	Mon. 5	Mon. 2	Mon. 7
Charleston	Wed. 7	Wed. 4	Wed. 9
Honolulu	Fri. 9	Fri. 6	Fri. 11
Houston	Tues. 6	Tues. 3	Tues. 8
Jacksonville	Mon. 5	Mon. 2	Mon. 7
L.A. (Wilmington)	Thurs. 8	Thurs. 5	Thurs. 10
New Orleans	Wed. 7	Wed. 4	Wed. 9
New York (New Jersey)	Thurs. 8	Thurs. 5	Thurs. 10
Norfolk	Thurs. 8	Thurs. 5	Thurs. 10
San Francisco (Oakland)	Tues. 6	Tues. 3	Tues. 8
Seattle	Mon. 5	Mon. 2	Mon. 7
Tampa	Thurs. 8	Thurs. 5	Thurs. 10

## Marine Officer Accepting Ads!

To defray the cost of providing you with the finest union quarterly magazine at a price every family can afford (free!), the *Marine Officer* is accepting advertisements. The old *American Marine Engineer*, the precursor to the *Marine Officer*, carried advertising once upon a time, and we have decided to return to our roots. The *Marine Officer* is published four times a year (seasonally) along with an election issue every three years. **Election issues will not carry advertisements.**

The M.E.B.A. reserves final right of placement over all ads but will consider placement requests. In addition, we reserve the right to reject any advertisement for any reason whatsoever or no reason at all. Finally, the M.E.B.A. will not accept political advertisements relating to either internal or external politics.

## Rates

Size	One Time	Three or more Times
Full Page	\$1,200	\$995 (per ad)
1/2 Page	\$700	\$580 (per ad)
1/3 Page	\$500	\$415 (per ad)

## Color Rate

4-color process is included in the rate.

## Dimensions

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

Early Bird Discount! Commit by December 31, 2010 and you will receive a 10% discount.



# NEW M.E.B.A. VOLUNTARY LONG TERM CARE INSURANCE THROUGH ACADEMY FINANCIAL, INC.

BY: Michael McFeeley, MSFS, CRPC®

## 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?** Protect your retirement savings, 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.

MEBA, along with Academy Financial, Inc., has partnered with major long term care insurance providers to offer enhanced discounts of up to 45% for MEBA members, retirees, their parents, and children. As a MEBA member, turned financial advisor, I often see a gap in many member's coverage as we begin the retirement planning process. One common gap is the need to have long term care protection built into their retirement plans to protect their loved ones, their estate, and their legacy. Not all members are candidates now and may not be in the future, but most fall into what we call the "sandwich generation"; they are raising young children or assisting grown children financially and may also have the potential financial burden of their parents or in-laws.

## Do You Need It?

A common misconception with long term care is that insurance or Medicare will cover the expenses. Neither Medicare nor standard health insurance pays more than a small amount, if anything, for long-term care. Medicaid will pay only if your income and assets don't exceed the modest amounts set by the government. Simply stated, you need to deplete your assets before the government picks up the tab for a potentially sub standard facility. Modern advances in medicine and technology allow people to live considerably longer than ever. Not being properly prepared could result in having fewer attractive options to consider.

## Academy Financial, Inc.

At Academy Financial, Inc. we are comprehensive retirement planners with an open architecture allowing us work to with each client to design a unique retirement plan that fits their needs. We also take this approach when constructing the best long term care package for you.

There are as many ways to pay for long term care as there are advantages to having the coverage. In addition to protecting your retirement savings, your family, and your ability to have a choice; some individuals may be able to deduct part or all of the premiums for a qualified long-term care insurance policy as a medical expense in retirement. Others may not need long term care insurance because they can self insure. All these scenarios are taken into consideration on a case by case basis.

## Take Action

Whether you are just getting started and need to build a solid foundation or have been sailing for 20 years and are ready to set up an income plan to last a lifetime, working with the right financial advisor is key. There is no charge for the advice and counsel you will receive and having the benefit of our expertise will provide you with far more value than trying to do it on your own. Every member over the age of 40 should at least strongly consider the M.E.B.A. voluntary long term care program to see if they or their parents may be candidates. If you already have a policy in place, let us review it. Your needs may have changed or a new policy may be more cost effective with the MEBA discount offered exclusively through Academy Financial.



## How do I get more information?

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

Sources: 1. <http://www.longtermcare.gov>  
Michael McFeeley is a registered representative of Lincoln Financial Advisors Securities and advisory services offered through Lincoln Financial Advisors Corp., a broker/dealer and registered investment advisor.  
Insurance offered through Lincoln affiliates and other fine companies.  
CRN200910-2035192



# Calhoun School Photos

1) Students get an in-depth look at Industrial Electronics in this four-week course that emphasizes application of shipboard instrumentation, power systems, and control circuits. Kneeling in front are (l-r) Richard Wagner, David Mitchell and Scott Bell. Standing (l-r) are Stephen Shea, Thomas Myatt, James Wisenbaker, Michael Wojciechowski, John Fernandez, Gregory Cronhardt, Instructor Rick Fullwood, Tracy Burke and Instructor Bill Radaskiewicz. Not pictured are Erik Cote and Douglas Waters.

2) Engineers at the June edition of the School's Container Refrigeration course included (l-r) Instructor Daryl McCaslin, Mark Hanson, Fred Fynan, Matthew Lazarski, Alan Borgen, William Duffy, Jr., Terence Chan, Brien Giorgio, Kari Barnett, Gerald Danneker and Instructor Mike Fanning.

3) Members can better respond to medical emergencies aboard ship after taking the one-week Medical Care Provider course. Left to right are Andrzej Kulawiuk, Patricia Berry, Instructor John Sullivan, Austin Kilmer-Morris and Michael Maddox.

4) Members at the June Electricity course delve into every area of the topic with an emphasis on industrial and maritime applications. Left to right are Sylvan Haas, Chris Dresser, Instructor Ron Fedorczak, Janine Wachter, Tom Timmerman, Harry McKeever, Rob Fulling, Christopher Brooks, William Dubose, and Bruce Cooper. Not pictured is Joanne Sykes. *Shaft Alley Sally* is a cardboard boat that M.E.B.A. entered into a local race to raise money for the Special Olympics.

5) The Machine Shop course helps members finetune their metalworking and machining skills needed onboard ship. Left to right are Justin Whitton, Kevin Cruse, Nathan Gardner, Melissa Jimenez, Instructor

Aaron Schmidt, Craig Henriksen, Conrado Martinez, Timothy Vaznis, John Coffey, Barry Dufresne and Michael Kemler. Instructor Bryan Jennings is not pictured.

6) The one week Voyage Planning course hits topics such as sailings, tides and currents, ocean routing, magnetic and gyro compass, autopilots and integrated bridge systems. Left to right are Gary Reed, Bruce Bonnacarrere, Daniel Loebel, Ryan McKenney, Nebojsa Milosevic, Instructor George Gruber, George Burns and Jeremiah Taylor.



7) Advanced Meteorology students study navigation at the management level, forecasting weather and oceanographic conditions. Left to right are George Burns, Kelly Stier, Jennifer Flounders, Edward Figelski, Howard Feldan, George Leonov, Daniel Loebel, Jeremiah Taylor and Instructor Dan Noonan.

8) The Vessel Security Officer course prepares members on security regs, risk assessment and mitigation techniques, and implementing the vessel's security plan among other things. Left to right are David Black, Kevin Cross, Kurt Landwehr, Stephen Mahan, Thomas Povalec, Mark Bostick, Michael Donovan, Chance Parent, Joel Spell, Jr., Isidro Fernandez (in back), Michael Erickson, Martin Hynes, Neil Barnett (in back), Stephen Austin, John Holmeslett, Emmett Wattigny, Joseph Reynolds, Instructor Barry Van Vechten and Todd Schaefer.

9) The Medical Care Person In Charge course trains members to provide Emergency Medical Technician type training. Left to right are Instructor John Sullivan, Jeremiah Taylor, Efthimios Vassilas, Howard Feldan, Stephen Austin, Degutenberg Poitevien, Charles Reny, Paul Wagner, Gary Reed and Mark Bostick.

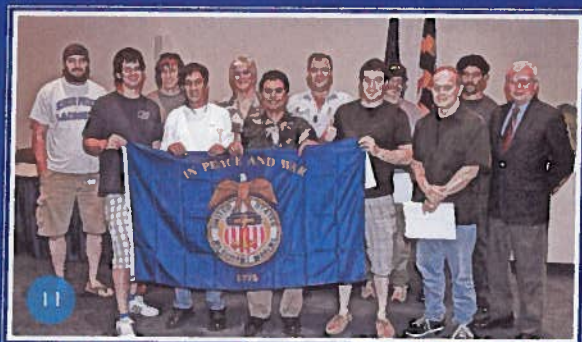
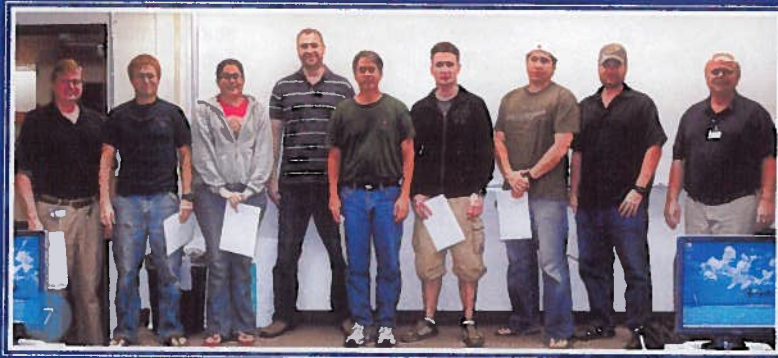
10) Members who ship out aboard Military Sealift Command vessels receive Small Arms training in a course offered by the School. Left to right are Instructor Bryan Jennings, Craig Woodward, Degutenberg Poitevien, Emmett Wattigny, Martin Hynes, Douglas Sier, Eugene Morrow, Jr., Michael Unger, Mark Bostick, Matthew Mataronas and Brian Griffin.

11) Members in the May Electrical Troubleshooting course proudly stand behind the U.S. Merchant Marine flag. Left to right are Lyle Armacost, Matt Kehoe, Thomas Povalec, Edgar Sison, John Hohmann, Felix Tapales, William McLaughlin, Matthew Covello, Marc Hoffman, Gerald Danneker, Marcel Vieira and Instructor Ron Fedorczak.

12) Deck officers get a more well-rounded understanding of shipboard systems in the Operating Principles of Marine Power Plants course. Left to right are Instructor Tom Cannon, Jeremiah Taylor, Gary Reed, Ryan McKenney and George Leonov. Not pictured is Nebojsa Milosevic.









# Calhoun MEBA Engineering School

## 2010 Course Schedule—Members

**ADVANCED CARGO OPERATIONS**  
(2-Week Course) 6 students maximum  
March 8 - March 19  
September 27 - October 8

**ADVANCED FIRE FIGHTING**  
(1-Week Course) 16 students maximum  
March 15 - March 19  
June 7 - June 11  
October 11 - October 15

**ADVANCED METEOROLOGY**  
(1-Week Course) 6 students maximum  
March 29 - April 2  
August 23 - August 27

**ADVANCED PIPE WELDING**  
(2-Week Course) 6 students maximum  
November 29 - December 10

**ADVANCED SHIPHANDLING**  
(2-Week Course) 6 students maximum  
June 14 - June 25  
November 29 - December 10

**ADVANCED STABILITY**  
(1-Week Course) 6 students maximum  
March 22 - March 26  
August 30 - September 3

**ADVANCED WATCHKEEPING**  
(1-Week Course) 6 students maximum  
June 7 - June 11  
December 13 - December 17

**APPLIED DIESELS**  
(4-Week Course) 6 students maximum  
May 3 - May 28

**BASIC SAFETY TRAINING**  
(1-Week Course) 12 students maximum  
February 22 - February 26  
April 12 - April 16  
August 9 - August 13  
October 25 - October 29  
December 13 - December 17

**BRM**  
(1-Week Course) 6 students maximum  
March 1 - March 5

**CONTAINER REFRIGERATION**  
(2-Week Course) 10 students maximum  
February 1 - February 12  
June 7 - June 18  
July 26 - August 6  
November 29 - December 10

**DATA COMMUNICATIONS & NETWORKING**  
(2-Week Course) 12 students maximum  
April 19 - April 30  
August 23 - September 3

**DIESEL ENGINEERING**  
(6-Week Course) 12 students maximum  
February 22 - April 2  
September 27 - November 5

**ECDIS**  
(1-Week Course) 6 students maximum  
February 22 - February 26  
August 16 - August 20

**ELECTRICAL TROUBLESHOOTING**  
(2-Week Course) 12 students maximum  
May 17 - May 28  
August 23 - September 3  
December 6 - December 17

**ELECTRICITY**  
(4-Week Course) 12 students maximum  
February 15 - March 12  
October 25 - November 19

**ELECTRICITY REFRESHER**  
(1-Week Course) 12 students maximum  
May 10 - May 14  
August 16 - August 20  
November 29 - December 3

**ENGINEER ROOM RESOURCE MANAGEMENT**  
(1-Week Course) 6 students maximum  
March 1 - March 5

**FAST RESCUE BOAT**  
(1-Week Course) 8 students maximum  
August 23 - August 27  
September 27 - October 1

**GAS TURBINE ENGINEERING**  
(4-Week Course) 12 students maximum  
February 1 - February 26

**GOVERNMENT VESSEL OPERATIONS**  
(2-Week Course) 12 students maximum  
February 8 - February 19  
May 3 - May 14  
July 26 - August 6  
November 29 - December 10

**HAZMAT**  
(1-Week Course) 12 students maximum  
March 22 - March 26  
June 14 - June 18  
October 18 - October 22  
November 1 - November 5

**INDUSTRIAL ELECTRONICS**  
(4-Week Course) 12 students maximum  
May 3 - May 28  
October 25 - November 19

**INSTRUMENTATION**  
(3-Week Course) 12 students maximum  
February 8 - February 26  
August 2 - August 20

**MACHINE SHOP**  
(4-Week Course) 12 students maximum  
March 8 - April 2  
July 26 - August 20

**MARINE ELECTRIC PROPULSION / HIGH VOLTAGE SAFETY**  
(2-Week Course) 12 students maximum  
March 1 - March 12  
June 7 - June 18  
October 11 - October 22  
November 29 - December 10

**MEDICAL CARE – PIC**  
(2-Week Course) 12 students maximum  
February 8 - February 19  
September 13 - September 24

**MEDICAL CARE PROVIDER**  
(1-Week Course) 12 students maximum  
May 24 - May 28

**OPERATING PRINCIPLES OF MARINE POWER PLANTS**  
(1-Week Course) 12 students maximum  
March 1 - March 5  
October 25 - October 29

**PROGRAMMABLE LOGIC CONTROLLERS**  
(2-Week Course) 12 students maximum  
June 7 - June 18  
November 29 - December 10

**RADAR RE-CERTIFICATION**  
(1-Day Course and Examination)  
Scheduled by Appointment

**REFRESHER TRAINING – ENGINEERING OFFICER**  
(2-Week Course) 12 students maximum  
October 11 - October 22

**REFRIGERATION**  
(4-Week Course) 12 students maximum  
March 1 - March 26

**SHIP MANAGEMENT – SAFETY MANAGEMENT**  
(2-Week Course) 6 students maximum  
February 1 - February 12  
July 26 - August 6

**SHIP'S MANAGEMENT**  
(1-Week Course) 12 students maximum  
November 1 - November 5

**SMALL ARMS**  
(1-Week Course) 10 students maximum  
April 26 - April 30  
May 17 - May 21  
June 21 - June 25  
August 30 - September 3  
October 4 - October 8

**SMALL ARMS REQUALIFICATION**  
(2-Evenings Course) 10 students maximum  
Scheduled by Appointment

**STEAM ENGINEERING**  
(6-Week Course) 12 students maximum  
April 19 - May 28

**TANKERMAN DL**  
(1-Week Course) 12 students maximum  
March 22 - March 26  
September 20 - September 24

**TANKSHIP -LNG**  
(2-Week Course) 12 students maximum  
March 8 - March 19  
August 9 - August 20

**UPGRADING ENGINEER – MANAGEMENT LEVEL**  
(5-Week Course) 12 students maximum  
August 2 - September 3

**VESSEL SECURITY OFFICER**  
(1-Week Course) 12 students maximum  
April 19 - April 23  
August 16 - August 20  
November 15 - November 19

**VISUAL COMMUNICATIONS (Flashing Light)**  
(1-day Course and Examination)  
Scheduled by Appointment

**VOYAGE PLANNING**  
(1-Week Course) 6 students maximum  
February 1 - February 19  
August 9 - August 13

**WELDING**  
(4-Week Course) 12 students maximum  
January 1 - February 26  
October 18 - November 12

**ENROLLMENT PERIODS**  
\* For classes held during January 1 to June 30, applications are accepted starting November 1, 2009.

\* For classes held during July 1 to December 31, applications are accepted starting May 1, 2010.

Applications sent prior to the acceptance dates will be discarded with no notice sent to the applicant. Application forms can be obtained at Union Halls, the Calhoun M.E.B.A. Engineering School web site ([www.mebaschool.org](http://www.mebaschool.org)), or by calling the school's Admissions Desk at (410) 822-9600, extension "0". Prior to submittal, carefully read the instructions and qualifications on page two of the application form. One application form cannot be used for multiple registration requests.



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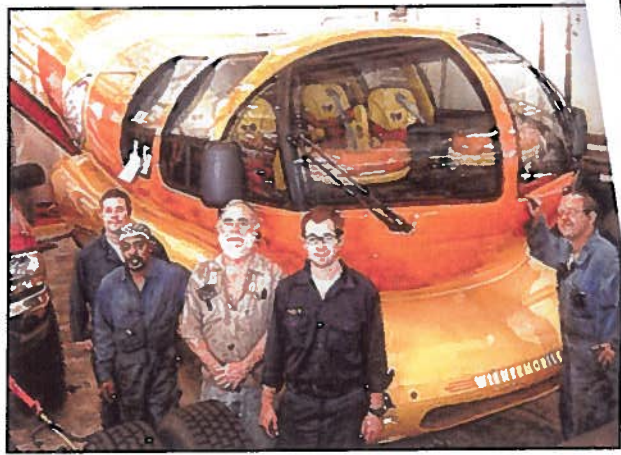
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Aboard the Interlake tug DOROTHY ANN are C/E Kevin Dube and Assistant Engineer Kevin Rice. The vessel pulled in right by M.E.B.A.'s Cleveland hall on Dock 30 to take on supplies and fresh water.



Hot dog! The famous Oscar Meyer "Wienermobile" was recently shipped aboard the Matson MOKIHANA. Taking a break for the photo before they "get their buns" in gear are (l-r) 3rd A/E Rob Fox, 2nd A/E Derrick Burns, Chief Engineer Ken MacLeod, Timothy Tygielski (CMA cadet) and 1st A/E Roald Krogstad.



M.E.B.A. engineers aboard the OVERSEAS NIKISKI, one of the newbuild product tankers recently constructed at Aker Philadelphia Shipyard for OSG. From left to right are C/E Pete Tsarides, 1st A/E Ray Jones, 2nd A/E Joshua Reed and 3rd A/E Matt Desenfants.