

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

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In this issue//New Boston Rep.//MarAd's Buzby is on the Job// Maersk 2nd Quarter Results//MSC Vessel Redesignated as Navy Warship//Support for Infrastructure Spending, Seaports Call for Investment//Maritime Labor to Meet with SECDOT//Get Your Docs in Order//

NEW BOSTON REP. WILL TAKE OVER NEXT MONTH

Boston-area member Stuart Fay was appointed by the M.E.B.A.'s District Executive Committee as the Union's new Representative in Boston. Stuart currently is sailing as Chief Engineer in the Woods Hole, Martha's Vineyard, Nantucket Steamship Authority fleet. He is a 1994 Massachusetts Maritime Academy graduate and has years of deep-sea sailing experience on his resume having shipped out on a variety of vessels since joining the M.E.B.A. in 1995. He will start work at the hall in the second week of September.

Several months back, current Rep. Pete Tsarides announced he would be retiring in September after three productive years. However, he'll linger on at the hall for Stuart's first week to show him the ropes and make sure the new Rep. hits the ground running.

MARAD'S BUZBY IS ON THE JOB

M.E.B.A. attended a ceremonial swearing-in this week for Rear Admiral Mark Buzby, the nation's new Maritime Administrator. The short ceremony took place at the Department of Transportation on Monday and was overseen by DOT Secretary Elaine Chao who administered the oath of office for the new MarAd boss.

"Our maritime industry is facing unprecedented challenges in our increasingly globalized world," Secretary Chao noted. "Administrator Buzby's extensive naval and maritime background will serve as a tremendous asset to the Maritime Administration."

M.E.B.A. President Marshall Ainley attended on behalf of the Union. MM&P President Don Marcus and SIU President Mike Sacco were also in attendance among others as well as American Maritime Congress President Jim Caponiti.

"I grew up on the water, piloting vessels from the time I was nine years old, and have a lifelong love for the sea," Admiral Buzby said. "It is one of the great honors of my life to serve as Maritime Administrator, and to start working to grow and revitalize the U.S. Merchant Marine, and ensure our nation continues its maritime leadership."

MAERSK REVENUE UP DESPITE RECENT CYBER ATTACK

A.P. Moller-Maersk revenue rose by 8.4% over the second quarter. Profits improved from \$134 million to \$389 million over the quarter with Maersk Line contributing with an underlying profit of

\$327 million. The performance of A.P. Moller - Maersk in Quarter Two was mainly driven by a profitable Maersk Line due to continued recovery in the container market and focus on restoration of profitability. “Maersk Line is again profitable delivering in line with guidance, with revenue growing by USD 1 billion year-on-year in the second quarter. The profit was \$490 million higher than the same quarter last year, based on higher rates,” said Søren Skou, CEO of A.P. Moller-Maersk.

At the end of June, A.P. Moller-Maersk was hit by the malware “Not Petya” where system shutdowns resulted in significant business impact especially within the container business. Søren Skou noted, “In the last week of the quarter we were hit by a cyber-attack, which mainly impacted Maersk Line, APM Terminals and Damco. Business volumes were negatively affected for a couple of weeks in July and as a consequence, our Q3 results will be impacted. We expect the cyber-attack will impact results negatively by \$200-300 million.”

MSC’S USNS PULLER REDESIGNATED AS NAVY WARSHIP

In a ceremony earlier today in Bahrain, the Navy redesignated the Military Sealift Command Expeditionary Sea Base USNS LEWIS B. PULLER as a commissioned warship allowing the ship to tackle a whole host of new missions not possible under MSC status. The vessel has been redubbed as the USS LEWIS B. PULLER and joins the Navy’s 5th Fleet.

“Converting ESB-3 to a commissioned warship (USS) will allow U.S. Central Command and 5th Fleet the flexibility needed to meet challenges in the region,” Navy spokesman Lt. Seth Clarke noted. “Potential missions, such as mine-countermeasure operations and special operations forces staging, must be conducted by a warship under the law of armed conflict. In order to provide combatant commanders the maximum amount of flexibility, the Navy decided to commission ESB-3 as a U.S. warship once she arrived in [Commander of U.S. Naval Forces Central Command]/U.S. 5th Fleet area of operations.”

The crew will retain its hybrid crew of civilian mariners and Navy officers but will add a commanding officer. She will now house five naval officers, 96 enlisted sailors and 44 MSC civilian mariners. M.E.B.A. represents the engineers in MSC’s Civilian Mariner fleet and continues its representation of the civilian engine officers aboard the PULLER. Hybrid crews are also used upon USS FRANK CABLE, USS EMORY S. LAND, USS MOUNT WHITNEY as well as the USS PONCE which the PULLER will replace.

The PULLER is named after Lt. Gen. Lewis Burwell "Chesty" Puller, a distinguished combat veteran of World War II and the Korean War. Puller is the only Marine to have been awarded the Navy Cross on five separate occasions and is the most decorated individual in the history of the US Marine Corps.

OVERWHELMING SUPPORT FOR INFRASTRUCTURE SPENDING; SEAPORTS EYE WATERSIDE INVESTMENTS

An overwhelming majority of Americans in urban, suburban and rural communities believe that investing in infrastructure will improve the U.S. economy according to a new poll released Tuesday by the Association of Equipment Manufacturers (AEM). While infrastructure needs differ in different parts of the country, the new survey shows that adults strongly support modernizing U.S. infrastructure and believe that investments will create jobs and improve their quality of life.

Infrastructure spending to make U.S. seaports more efficient and maximize waterborne traffic is an area of interest to U.S. maritime industry partisans. Kurt Nagle, President of the American Association

of Port Authorities (AAPA) said, “Adequate federal investments into U.S. port-related infrastructure, both on the landside and waterside, are crucial for the efficient movement of goods so the nation can remain globally competitive.”

America’s seaports, each of which are international trading hubs, are vital economic engines to their community, their region and the nation. Seaport cargo activity accounts for 26 percent of the U.S. economy, generating nearly \$4.6 trillion a year in total economic activity, supporting some 23 million American jobs, and producing more than \$321 billion federal, state and local tax revenues annually.

AAPA has sent its freight transportation infrastructure policy and funding recommendations to the Trump Administration and Congressional leadership. Among its recommendations are ways to eliminate bottlenecks and expand capacity through landside investments, modernize and fully maintain federal navigation channels through waterside investments, secure America’s ports and borders, enhance the coastal environment and build resilience.

MARITIME LABOR TO MEET WITH DOT SECRETARY

The M.E.B.A. and American Maritime Congress will take part in a scheduled maritime labor meeting at the end of the month with Transportation Secretary Elaine Chao. The Secretary has been a strong advocate of U.S.-flag shipping and the unions hope to have a productive discussion with her in pursuit of better strengthening the Maritime Security Program and Jones Act, encouraging growth of the mariner base and enforcing and expanding cargo preference. There will also be likely discussion on the need for DOT to push for meaningful bilateral cargo sharing agreements to better assign a greater portion of foreign trade to U.S.-flag ships.

GET YOUR DOCUMENTS IN ORDER BEFORE HALL VISITS

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

If flying with your documents on the way to a hall, double-check that you haven’t left any essential documents at home and make sure to keep your docs with you in your carry-on luggage. The primary documents you’ll need include your License, STCW, MMD (with VSO or VPDS endorment), TWIC, Passport, USCG Medical Certificate, Annual M.E.B.A. physical card, Drug-free certificate, Group Card, Dues Receipt and proof of Return-to-Work Date. Permanent or relief employees should get their company clearance to the hall ahead of time.

Remember, a member or applicant cannot be dispatched for a job requiring STCW credentials if the Coast Guard Medical Certificate is due to expire prior to the completion of the job called. Members are encouraged to have their paperwork for the USCG Medical Certificate completed and to submit it for renewal at every annual physical in order to avoid an issue at job call. Certain jobs require proof of Horizon or Maersk qualifications, benzene or your shot records. Most mariners have the new orange-colored Coast Guard Merchant Mariner Credential (MMC). That document combines your License, MMD and STCW together. If you have questions about your documents, direct them to your local hall.

REMINDER: INCLUDE ALL DOCS WHEN FILING FOR VACATION PAY

Members are reminded to be thorough when submitting an application for Vacation Pay at the halls and/or with the Plans Office and include all required documents, including Coast Guard Discharges and pay vouchers. Pay vouchers are used to track Social Security Tax maximums, to track wages as Medicare Tax increases and to check for any overlap days that can be identified. As detailed on the application itself, the following documents must be submitted along with your application:

- A copy of the stub portion of your last vacation benefit check.
- Coast Guard discharges and pay vouchers covering all employment since your last vacation.
- Pay vouchers must cover the entire period of employment and show all wages and tax deductions.
- Pay vouchers covering any periods of unearned wages since your last vacation.

Failure to submit proof of all accumulated work performed to the date of application could result in the permanent loss of vacation benefits earned on the employment not submitted.

You may also need to submit:

- A Carry-Over Vacation Form from your last vacation – if applicable.
- An original copy of the Converted Overtime Worksheet, if applicable, regardless of whether or not you are applying for converted overtime vacation.
- A letter from an authorized Union official granting permission for early return or excess sailing, if applicable.

If prior written permission is not obtained and an Officer returns to work early, they will be subject to a penalty which is loss of vacation benefits for the next six months of employment (180 days). You can contact the Vacation Plan staff in Baltimore prior to sending an application. They can be reached at 800-811-6322 or 410-547-9111.

REGULAR MONTHLY MEETINGS

Monday, September 4 – LABOR DAY

Tuesday, September 5 – Boston@1200; CMES@1430; Charleston@1400; Houston@1315;
Oakland@1230; Seattle (Fife)@1300;

Wednesday, September 6 – Jacksonville@1300; New Orleans@1315;

Thursday, September 7 – L.A.@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;

Friday, September 8 - Honolulu@1100.

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The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and proven track record of readiness, safety, and loyalty in answering America's call to action in times of both peace and war is unrivaled in the world. M.E.B.A. HQ – Phone: (202) 638-5355; mebahq@mebaunion.org. Visit us on Facebook. For publication and related inquiries contact: Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org