

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"

M.E.B.A. TELEX TIMES

The Official Union Newsletter – "The Word to the Wise"

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U.S. TANKER HOUNDED BY IRANIAN FAST BOATS

The U.S.-flagged tanker, STENA IMPERATIVE, was approached by Iranian Revolutionary Guard fast boats this week while transiting international waters near the Strait of Hormuz, according to U.S. officials and maritime security sources. The Iranian crafts reportedly hailed the vessel by radio and ordered it to slow or prepare for boarding. The tanker instead maintained its course and speed while alerting security authorities.

A U.S. Navy destroyer rapidly moved in to provide armed escort, supported by air assets. U.S. Central Command later confirmed that Iranian surface vessels and a drone had closed the tanker at speed, describing the incident as a credible attempted seizure that was deterred without shots fired. The tanker continued its voyage without damage or injury. The STENA IMPERATIVE is one of the vessels enrolled in the Maritime Administration's Tanker Security Program.

The incident occurred amid heightened regional tensions, including the same-day shootdown of an Iranian drone near a U.S. aircraft carrier. While no disruption to shipping followed, the episode underscored the persistent risks faced by merchant vessels operating in one of the world's most critical maritime chokepoints.

REPORT: SHIPBOARD ALARMS OVERWHELMING CREWS

New research by Lloyd's Register (LR) finds that excessive and poorly configured shipboard alarm systems are routinely overwhelming crews and, in many cases, creating new safety risks rather than preventing them. The findings, released this week in *Effective Alarm Management in the Maritime Industry*, draw on data from 11 active vessels, covering more than 2,000 operating days and over 40 million alarm-related events. According to the study, many ships generate thousands of alarms each day, with a large share offering little or no operational value. This constant barrage contributes to alarm fatigue, disrupts rest periods, and steadily erodes crew confidence in systems designed to protect both personnel and equipment.

For the first time at this scale, the research applied established industrial standards — such as IEC 62682 and EEMUA 191 — to maritime operations. Fewer than half of the vessels assessed met the recommended threshold of fewer than 30 alarms per hour. On ships with unattended machinery

spaces, alarms interrupted 63 percent of rest periods. In extreme cases, cruise ships recorded as many as 2,600 alarms per day.

Faced with relentless alerts, crews were often forced to silence alarms without proper acknowledgement or physically bypass alarm circuits — practices that normalize unsafe behavior and further undermine trust in critical safety systems. The latest report builds on LR's earlier alarm management research released in September 2024, moving beyond problem identification to show what can be achieved in practice. A six-month pilot project aboard an operational cruise ship cut total alarm volumes by nearly 50 percent without introducing new technology or redesigning systems. Instead, improvements came through traditional marine engineering measures, including correcting valve installations, replacing faulty sensors, and fine-tuning existing alarm settings.

LR's analysis also shows that tackling just the 10 most common alarms could reduce overall alarm loads by almost 40 percent. The report calls for wider use of objective alarm performance assessments, greater attention to human factors throughout the vessel lifecycle, and regulatory frameworks that support consistent and enforceable standards.

Duncan Duffy, LR's Global Head of Technology, said poorly managed alarm systems have themselves become a safety hazard. Without decisive action, he warned, alarm fatigue will continue to degrade situational awareness and raise the risk of serious incidents.

"If the maritime industry is serious about safety," Duffy said, "it must commit to continuous performance measurement, objective evaluation, and a human-centered approach to alarm system design. Only then can alarm systems fulfill their intended purpose - supporting crews, safeguarding lives, and ensuring safer voyages for all."

You can download the report at <https://maritime.lr.org/AM-report-2026>

MEMBERS CAN QUALIFY FOR SI FERRY CHIEF MARINE ENGINEER POSITIONS

New York City is recruiting Chief Marine Engineers to oversee the heart of the Staten Island Ferry fleet. Appointments to Chief Marine Engineers positions is made through New York City's civil service system. Applicants must apply for and pass an Education and Experience-based civil service exam, after which qualified candidates are placed on an eligible list ranked by score. This list is used by the City to fill vacancies as they arise. There is no written test; scores are determined by credentials, sea service, and education documented during the application process.

Chief Marine Engineers supervise all below-deck operations, directing engine room crews and managing the operation, maintenance, and emergency repair of propulsion systems, auxiliaries, electrical equipment, fuel systems, and steering gear. They also serve as inspection officers, ensure compliance with Coast Guard regulations and safety management systems, and maintain required records and documentation. The job demands hands-on leadership in challenging shipboard conditions, including rotating shifts, nights, weekends, and holidays.

The positions offer a starting annual salary of \$145,799, with an upward trajectory. Candidates must hold a valid U.S. Coast Guard Merchant Mariner Credential with a Chief Engineer endorsement (unlimited horsepower or limited), a current Coast Guard medical certificate, and a valid TWIC.

Selection is based on an education and experience exam, with additional credit awarded for years of engineering service and relevant degrees.

Applications must be submitted through NYC's Online Application System (OASys) by February 24, 2026. For experienced marine engineers seeking a stable, well-paid leadership role ashore but still very much at sea, this is a rare opportunity to power one of the nation's largest municipal ferry systems. You can visit [this link](#) to see the pertinent details and apply.

STUDY LOOKS AT EXPANDING GREAT LAKES CARGOES

The American Great Lakes Ports Association (AGLPA) in partnership with the Great Lakes St. Lawrence Seaway Development Corporation (GLS), announced that they will begin a comprehensive market analysis aimed at expanding cargo movement between the Great Lakes and Inland Waterways system. Together, the Great Lakes and Inland Waterways move close to 700 million tons of cargo each year. Despite being two of the world's busiest inland shipping corridors, only a small percentage of cargo currently moves between the Great Lakes and inland rivers.

The study will examine opportunities to increase waterborne commerce by leveraging this river-lake connection, evaluating market demand, identifying promising cargo flows, and exploring the infrastructure and operational needs required to support greater integration.

AGLPA President, Captain Paul C. LaMarre III, said, "For too long, the connection between the Great Lakes and the Inland Waterways has been an underutilized asset in America's freight network. This study will help identify the cargoes, markets, and infrastructure needed to make river-lake shipping more efficient and commercially viable. AGLPA and our member ports are committed to a data-driven approach that strengthens maritime commerce and reinforces our region's vital role in the nation's supply chains."

TRAVEL TO CMES MUST GO THROUGH PLANS COORDINATOR

M.E.B.A. Plan participants traveling to the Calhoon M.E.B.A. Engineering School must book their flights through the Union's in-house Travel Coordinator. The Trustees of the M.E.B.A. Medical & Benefit Plans and the M.E.B.A. Training Plan re-issued the reminder, especially in light of the influx of new members into the Union unfamiliar with this necessary procedure.

M.E.B.A. members must book all flights through the Plans' Travel Coordinator by calling the toll-free number (877) 324-6322. Normal operating hours for the Travel Coordinator are Monday-Friday, 0900-1700 ET. Travel inquiries may also be made by email at travel@mebaschool.org.

Additional information may be found on the school's website: at www.mebaschool.org/travel-and-arrival/meba-members-travelarrangements

30% DISCOUNT ON FLOWERS WITH UNION PLUS

Red Alert: Valentine's Day is a week from this Saturday. But members and applicants can take heart that a Valentine's Day special through Union Plus will sweep you off your feet! Right now, you can get a 30% discount on flowers, gifts and more thanks to an arrangement with Teleflora. Go to the Union Plus website (www.unionplus.org) where you can cover your butt this Valentine's Day with a

few clicks. They make it easy for you and offer up some deals on flower arrangements, chocolates and gift baskets.

Union Plus programs, which are available to M.E.B.A. members, applicants, retirees and our affiliates, provide a vast range of money-saving benefits and services. The M.E.B.A. is enrolled in dozens of moneysaving U.P. programs ranging from life insurance to auto services discounts.

UNION-MADE SUPER BOWL

You should stock up on union-made goodies to celebrate America's greatest sporting event! These worker-friendly products will help keep you going strong and guarantee an epic party for all football fanatics as well as casual Super Bowl attendees who have more fun at half-time. Check out these union-made Super Bowl party products, brought to you by the Bakery, Confectionery, Tobacco Workers and Grain Millers (BCTGM), the UAW, Machinists (IAM), the United Food and Commercial Workers (UFCW), Teamsters (IBT) and other unions and worker-friendly companies. Note: These suggestions represent only a partial list. There are many more worker-friendly treats.

Beer - 1845 Pils, Bass Pale Ale, Beck's, Blue Moon, Budweiser, Busch, Butte Creek, Coors Light, George Killian's Irish Red, Goose Island, Hamm's, Henry Weinhard's, Hoegaarden, Iron City, Keystone Light, Kingfisher Premium Lager, Kirin Ichiban, Labatt Blue, LandShark Lager, Leffe Blond, Lionshead, Michelob, Mickey's, Miller Light, Miller Genuine Draft, Molson Canadian, Moosehead, Natural Ice, Natural Light, O'Doul's (non-alcoholic), Olde English 800, Pabst, Red Stripe, Red Tail Ale, Rolling Rock, Samuel Adams, Schlitz, Shock Top, Steel Reserve, Steelhead, Stegmaier and Stella Artois. **Meat** - Alexander & Hornung, Always Tender, Ball Park, Banquet, Butterball, Dearborn Sausage, Farmer John, Farmland, Foster Farms, Fresh Mark, Hebrew National, Hormel, Klement's, Omaha Steaks, Oscar Mayer, Prairie Farms, Thumann's and Tyson, Usinger's, and Wayne Farms. **Chips, Salsa, Snacks, and Sides** - Act II Popcorn, Bagel Bites, Bugles, B&M Baked Beans, Cheetos, Cheez-It, Chex Mix, Doritos, Fritos, Humpty Dumpty Potato Chips, Lay's, Mission Chips, Old El Paso chips, dips and salsa, Pace Salsa, Pirate's Booty, Rice Krispies Treats, Ritz Crackers, Rold Gold Pretzels, Ruffles, Smartfood Popcorn, Stacy's Pita Chips, Sun Chips, Tostitos chips and salsa, Snyder of Berlin chips and Wheat Thins. **Soft Drinks** - 7UP, A&W, Barq's, Canada Dry, Coca-Cola, Dr. Pepper, Gatorade, Mountain Dew, Pepsi and Sprite.

LINCOLN'S B-DAY NEXT THURSDAY

Halls will be closed next week on Thursday, February 12 to honor the "Great Emancipator" Abraham Lincoln. The *Telex Times* will still publish on that day.

Lincoln was born near Hodgenville, Kentucky on February 12, 1809 and began a dramatic and inspirational Presidency in March of 1861. The tallest-ever U.S. President (6'4"), Abraham Lincoln was a licensed bartender, lost eight elections during his 56 years, practiced law without a degree and invented a device to free steamboats stuck on sandbars. Honest Abe also briefly worked as a ferry operator and flatboat pilot, was beaten only once in 300 wrestling matches, had a favorite horse named "Bob," and frequently allowed his cat to eat on the table at the White House. The night before his assassination in 1865, Lincoln had a dream he was on a ship "sailing toward a dark and indefinite shore." Walt Whitman used that imagery when he wrote the famous poem "O Captain! My Captain!" about the death of our 16th President.

NEXT MONTHLY MEMBERSHIP MEETINGS *(All times are local)*

Friday, February 6 – Honolulu@1100

Monday, March 2 – Boston@1200. Seattle (Fife)@1300.

Tuesday, March 3 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

Wednesday, March 4 – Jacksonville@1300; New Orleans@1315; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org

Thursday, March 5 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

Friday, March 6 – Honolulu@1100

-----FINISHED WITH ENGINES-----



***M.E.B.A. does not tolerate assault, or harassment of any kind.
If you see something, say something – The M.E.B.A. Emergency Hotline
can be reached at 1-888-519-0018.***

The M.E.B.A. is the nation's oldest maritime labor union, established in 1875. M.E.B.A.'s expertise and demonstrated 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. Website: www.mebaunion.org For publication and related inquiries (and to send photos & hot news tips) contact Marco Cannistraro, M.E.B.A. Special Projects & Communications – marco@mebaunion.org Visit us on Facebook, follow us on Twitter and check us out on Instagram. The Calhoun M.E.B.A. Engineering School can be contacted at (410) 822-9600 or www.mebaschool.org. M.E.B.A. Plans is at (410) 547-9111 or www.mebaplans.org