

# 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"*  
Number 4 – January 26, 2023



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## **NEXT-GENERATION SCHOOL VESSELS ON TRACK AS PHILLY YARD STAYS BUSY**

Philly Shipyard expects the first of five maritime academy training newbuilds to debut later this year and is on track in the construction of four other National Security Multi-Mission Vessels (NSMV). The five NSMVs will replace aging training ships at the state maritime academies.

This week the shipyard celebrated the steel cutting for the fourth of five NSMVs, this one slotted for the Maritime Academy at Texas A&M in Galveston, Texas.

The first vessel in the series will replace the almost 60-year old SUNY training ship EMPIRE STATE VI later this year. The second will relieve the 54-year old TS KENNEDY at Massachusetts Maritime Academy and is expected to be delivered in 2024. The third and fourth newbuilds will replace vessels at Maine Maritime Academy in late 2024 and Texas A&M Maritime Academy in 2025. The fifth will go to the California State University Maritime Academy (CMA). Construction for the CMA vessel will begin this year and delivery is set to take place in 2026.

In addition to being state-of-the-art training and educational platforms, each ship will feature modern hospital facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. Adding to the NSMVs' capabilities, they will provide needed roll-on/roll-off and container storage capacity for use during humanitarian assistance and disaster relief missions.

Ship specifications will be compatible with the pier length, draft restrictions, and mooring limitations at each of the maritime training academies.

Vessel specifications:

Length: 159.85 m - Draft, scantling: 7.50 m  
Breadth: 27.00 m - Speed: 18 kts - Deadweight: 8,487 MT -  
Installed power: 15,700 kW - Speed: 18 knots (33 km/h; 21 mph)  
Propulsion: 4 x Wabtec 16V250MDC engines, single all electric drive shaft  
Range: 11,000 nmi (20,000 km; 13,000 mi) at 18 knots (33 km/h; 21 mph)  
Complement: 600 cadets, 100 officers, staff, crew (training); 1000 (disaster relief)

## **LATEST MSC OILER CHRISTENED AT NASSCO**

The latest Military Sealift Command fleet replenishment oiler – the USNS EARL WARREN – was christened last week during a ceremony at General Dynamics NASSCO shipyard in San Diego, CA. Supreme Court Justice Elena Kagan had the honor of smashing the traditional bottle of champagne on the ship's hull.

The vessel honors Earl Warren, an American attorney, politician, and jurist who served as the 14<sup>th</sup> Supreme Court Chief Justice from 1953 to 1969. Warren wrote the majority opinions in landmark civil rights cases such as *Brown v. Board of Education*, *Reynolds v. Sims*, *Miranda v. Arizona* and *Loving v. Virginia*. He also led the Warren Commission, a presidential commission that investigated the 1963 assassination of President John F. Kennedy.

The 746-foot vessel is the first of the new John Lewis-class of oilers that has the ability to carry 162,000 barrels of diesel ship fuel, aviation fuel and dry stores cargo. The Lewis-class of oilers will replace the current Kaiser Class fleet replenishment oilers as they age out of the MSC fleet.

“Very soon, USNS EARL WARREN will be added the MSC fleet,” said MSC Commander Rear Adm. Michael Wettlaufer. “Like her namesake, our nation is fortunate to have Americans step forward from all walks of life to serve. Her civil service mariner crew will operate this ship with the same skill, resolve, and courage displayed by Chief Justice Warren.” M.E.B.A. represents the engineers in MSC's Civilian Mariner fleet.

## **MLL RENAMES VESSEL**

The Maersk Line, Limited-managed vessel SAFMARINE NGAMI will undergo a name change during its current shipyard period in Bahrain. When the vessel departs the yard next month, it will be known henceforth as the MAERSK CHESAPEAKE.

M.E.B.A. officers currently serving on the vessel include C/E Jeremiah Taylor, 1<sup>st</sup> A/E Peter Jendrasko and 2<sup>nd</sup> A/E Gregory Logue.

Last March, MLL changed the name of the SAFMARINE MAFADI to MAERSK TENNESSEE

## **NMC ACCEPTING ELECTRONICALLY-SIGNED DOCS**

The National Maritime Center (NMC) is now accepting electronic signatures (e-sign) on all CG-719 series forms and all supporting documentation for merchant mariner credentials (MMCs), medical certificates, and course approvals. Mariner applicants can e-sign applications and supporting documentation using software-generated electronic signatures (e.g., Microsoft Word, Adobe Acrobat, etc.) on the CG-719 series of forms and other supporting docs including sea service, assessments, mariner training documentation, and qualified assessor and designated examiner requests.

Requirements to e-submit MMC applications to a regional examination center, or to MEDAIP@uscg.mil for medical certificate applications, have not changed. They note that e-mailing applications and e-signing documents is the preferred method for submission.

If there are questions, please contact the NMC Customer Service Center by e-mailing IASKNMC@USCG.mil, by calling 1-888-IASKNMC (427-5662), via the online chat system (scan the QR code below to open the chat website), or by visiting the NMC website.

## **ONGOING S.I. FERRY SHOP STEWARD ELECTION**

Members sailing in the Staten Island Ferry bargaining unit are currently in the midst of an online vote to elect a pair of Shop Stewards for the next four years. Members are choosing one Engineering Officer and one Deck Officer to represent them. Candidates for these positions are actively working as Permanent New York City Employees in an M.E.B.A. Bid title. Only M.E.B.A. Staten Island Ferry fleet members in good standing with the Union are eligible to vote.

Bargaining unit members who have not yet voted are urged to participate in the election. S.I. Ferry members were sent voting information by email on January 23<sup>rd</sup>. Those with questions about the vote should contact Atlantic Coast V.P. Jason Callahan or Patrolman Nico Sermoneta at the Union hall in New Jersey. The election continues until February 3<sup>rd</sup>.

The M.E.B.A. continues to work with the City in efforts to win a fair contract for Staten Island Ferry workers. The crews haven't had a pay increase in 12 years and are being offered below-market compensation by management.

## **FINAL CHANCE FOR UNION PLUS SCHOLARSHIPS**

M.E.B.A. families only have until January 31, 2023 to apply for college education assistance money through Union Plus. Typically, a flurry of applications are submitted in the last three days of this great Union Plus program, so get yours in now! M.E.B.A. members, retirees and their families - as well as members of affiliated M.E.B.A. unions - are eligible courtesy of the Union's enrollment in dozens of moneysaving U.P. programs ranging from life insurance to financing children's educations.

Visit [unionplus.org/scholarship](http://unionplus.org/scholarship) for more. Families of M.E.B.A. members or affiliated members are among past scholarship money recipients. Union Plus Scholarship are granted to students attending a two-year college, four-year college, graduate school or a recognized technical or trade school. Recipients are selected based on academic ability, social awareness, financial need and appreciation of labor.

Applications can be submitted up until Tuesday, January 31, 2023, at noon (EST). Applications arriving after the deadline will not be considered. The award date is May 31, 2023. During the first week of June 2023, award recipients will be notified. A GPA of 3.0 or higher is recommended. The required essays can account for up to half your total score. Scholarship applicants are judged by a committee of impartial post-secondary educators.

Amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the Fall of 2023. Students may re-apply each year. Get the official application and all the details including eligibility criteria by visiting [unionplus.org/scholarship](http://unionplus.org/scholarship) Since 1991, the Union Plus Scholarship Program has awarded more than \$5.2 million to students of union families. Over 3,600 union families have benefited from the program.

## **REPORT DETAILS COSTS OF "EMPLOYEE MISCLASSIFICATION" TO WORKERS**

A new report from the Economic Policy Institute (EPI) calculates the costs working people pay when employers misclassify their employees as "independent contractors." EPI concludes that such employee misclassification imposes significant economic costs on workers and deprives people of fundamental labor rights, such as wage and hour protections.

Construction workers, home health aides, landscapers, truck drivers, janitors and nail salon workers are the occupations where misclassification is most common, which is compounded by the fact that many of these occupations already have relatively low annual incomes. A typical construction worker, for instance, would lose out on an additional \$16,729 in annual income and job benefits by being classified as an independent contractor.

When workers who are employees are misclassified as independent contractors, they lose the legal right to earn at least the applicable minimum wage and to be paid time-and-a-half for overtime hours. They are no longer eligible to participate in state and federal unemployment insurance systems or qualify for workers' compensation insurance covering treatment and benefits if they are injured on the job. They are no longer eligible for the protections in the National Labor Relations Act, which ensures workers' rights to form unions and bargain collectively to improve their working conditions.

“Employer misclassification of workers as independent contractors robs workers of labor rights and threatens their economic security,” said Heidi Shierholz, EPI president and co-author of the report. “It’s not just gig workers and journalists who are harmed by employer misclassification - nail salon workers, truck drivers, and construction workers are among the most impacted occupations. Allowing employers to exploit loopholes in labor law puts these workers at greater risk.”

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

**Monday, February 6** – Boston@1200; Seattle (Fife)@1300.

**Tuesday, February 7** – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

**Wednesday, February 8** – Jacksonville@1300; **New Orleans@1315; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

**Thurs. February 9** – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

**Friday, February 10** – 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](mailto:mebahq@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](mailto:marco@mebaunion.org) Visit us on Facebook, follow us on Twitter and check us out on Instagram.*