

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"
M.E.B.A. TELEX TIMES
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MEMBERS RATIFY DELAWARE PILOT LAUNCH CONTRACT

Members of the M.E.B.A. contracted Launch Operators at the Pilot Association for the Bay and River Delaware can look forward to sailing for the next 5 years under a newly signed and ratified agreement.

The launch operators are part of the Pilots' Association for the Bay and River Delaware. Our members maintain the launches and transport ship pilots to commercial vessels transiting the Bay and River and its tributaries.

The contract includes scheduled raises, cash bonuses, a uniform stipend, an additional paid holiday (day after Thanksgiving), and other improvements and benefits.

Many thanks go to the hard work of Atlantic Coast V.P. Jason Callahan, Patrolman Nico Sermoneta, as well as rank-and-file members Donald Holladay and Joseph Brittingham.

FINANCIAL REVIEW COMMITTEE ELECTED

A rank-and-file Financial Review Committee was selected at six Union halls during the March membership meetings last week. The six-person FRC is a democratic safeguard adopted by the M.E.B.A. in the mid-1990s to examine Union finances from the previous calendar year.

The FRC will assemble at M.E.B.A. Headquarters on Tuesday, April 25th to spend three days reviewing the Union's finances from the 2022 calendar year. The FRC is comprised of five members as well as one member who will serve as an alternate. The Committee will consist of the following members: Raymond Collector (Houston), Chris DeFonce (NY/NJ), Robert Sundius (Norfolk), Tim Cogan (Oakland), Steve Walker (Seattle) and Mike Ferrino (Tampa).

The elected Union members will travel to M.E.B.A. Headquarters in Washington D.C. on Monday, April 24, 2023. The actual meeting will begin at 9:00 a.m. on Tuesday, April 25, 2023 in the Conference Room at M.E.B.A. Headquarters. It is anticipated that the business of the FRC will be completed by Thursday, April 27 with travel home the following day. The FRC's completed report will be presented to the membership at the May membership meetings.

MICHIGAN POISED TO REPEAL ANTI-UNION “RIGHT-TO-WORK” LAW

Michigan Governor Gretchen Whitmer said she will sign a repeal of the State’s Right-to Work law after the Michigan House and Senate pass final language to restore worker freedom. This week the State Senate passed a series of bills that would roll back right-to-work and restore prevailing wage for construction projects. Once the Senate language is reconciled with previously passed House versions of the bills, a final version is expected to be put before the Governor for signature.

In the interests of corporate greed, so-called right-to-work laws diminish union bargaining power and their ability to represent workers effectively. By allowing workers to benefit from union representation without having to pay for it, right-to-work laws - currently in force in 27 states and Guam – thins out dues-paying members and weakens union leverage in negotiations with employers. That makes it more difficult to negotiate better wages, benefits, and working conditions for workers.

According to the Bureau of Labor Statistics, workers in states with expanded worker rights make \$11,747 more annually. The Economic Policy Institute found workers in states with worker suppression policies earn an average of 3.1% less than workers in pro-worker states. In addition, such states have higher workplace and infant mortality rates, higher poverty rates and invest less in education.

Michigan has been a right-to-work state since 2012.

INDUSTRY ALERTED ON GPS INTERFERENCE, SPOOFING

The Maritime Administration has issued another Maritime Security Communication with Industry (MSCI) (No. 2023-005) to highlight continued instances of worldwide GPS interference involving increasingly sophisticated malicious email spoofing techniques within the Marine Transportation System (MTS).

Such interference can result in lost or inaccurate GPS signals affecting bridge navigation, GPS-based timing, and communications equipment (include satellite communications equipment). Over the last six months, multiple such instances have been reported in the Strait of Hormuz and Persian Gulf among other areas. The Advisory also warns that Automatic Identification Systems (AIS) are open, unencrypted, and unprotected. As such, AIS signals can be spoofed, resulting in incorrect or missing AIS data.

The U.S. Coast Guard Navigation Center (NAVCEN) web page, <https://navcen.uscg.gov/gps-problem-report-status> contains a chronological list of recently reported GPS problems. Maritime GPS disruptions or anomalies should be reported immediately to the NAVCEN at <https://www.navcen.uscg.gov/report-a-problem> or via phone at (703) 313-5900, 24-hours a day.

OPERATION DEEP FREEZE CONCLUDES

South Pole scientists are once again left alone to their isolation, as the last of the Operation Deep Freeze (ODF) resupply vessels departed the continent. The annual mission provides the supplies needed for scientists’ survival over the severe arctic winter when the station is cut off from the rest of the world. The Military Sealift Command has supported ODF since 1955, the year the Station was established.

This year, MSC chartered two M.E.B.A.-contracted company vessels to participate in the resupply. Both the OCEAN GIANT and OCEAN GLADIATOR, Waterman-managed vessels, helped offload crucial cargo at McMurdo. The OCEAN GIANT made its delivery in January and also brought a 65-ton modular causeway system (MCS) that allowed the vessels to offload cargo, as the aging ice-pier that vessels normally use was not available.

In February, OCEAN GLADIATOR delivered containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment and vehicles. After the GLADIATOR's delivery, dismantled sections of the MCS were loaded onto the ship, along with 115 pieces of retrograde cargo. The vessel returned to Port Hueneme, CA where their mission began in early January.

Once the M.E.B.A.-crewed vessels completed their deliveries, it was time for the Coast Guard to close the door on this year's mission. The last vessel out was the Coast Guard Cutter *Polar Star*, which had begun the mission by creating a 17-mile channel through the ice to allow the commercial vessels to reach the Station. The cutter departed the Pole in early March after 67 days below the Antarctic Circle in support of Operation Deep Freeze 2023.

“NEAR MISS” ON PANAMA CANAL REIGNITES DEBATE OVER SAFETY

A [video](#) that shows a Post-Panamax containership crowding a tugboat toward a closed lock gate on March 5 has reignited the debate over safety on the Panama Canal. Voices in the background express shock as the tug, which carries a five-person crew, comes perilously close to being crushed under the bow of the massive vessel. The video was posted anonymously to social media shortly after the incident took place.

Members working for MM&P affiliate Unión de Capitanes y Oficiales de Cubierta (UCOC), a Panama Canal union representing tugboat captains, say the March 5 close call was a consequence of the Panama Canal Authority's decision to loosen safety procedures. “The locks were not ready, the chamber was not full, and the gates were closed, but the pilot went ahead anyway,” said a tugboat captain who asked that his name not be used. “A tug at the stern is a requirement to go through the locks, but there was no stern tug because the pilot did not want to wait for the second tug, which was with another vessel.”

M.E.B.A. affiliate Union de Ingenieros Marineros (UIM), which represents Canal engineers, has also been outspoken about Panama Canal Authority (ACP) cost-cutting safety shortcuts that have endangered the workplace.

“Nothing is written down,” a tug Captain said. “There are no safety procedures, so pilots can do whatever they want. Two weeks ago, a pilot decided to enter the locks without a deckhand crew. Some of the pilots appear to think that they have the prerogative to enter the locks without stern tugs or line handlers and to travel at unsafe speeds through the Canal. We live in anarchy here.”

UNION-MADE ST. PATTY'S DAY

If you're planning a [St. Patrick's Day](#) meal or celebration, make sure it's union-made in America!

Corned Beef - Saag's; Thumann's; Winter's Premium Deli. **Potatoes and Cabbage** - Dole Fresh Potatoes; Purchase cabbage at a union grocery store like Acme Markets; Albertsons; Baker's; Carrs;

City Market; Food 4 Less; Food Lion; Foods Co; Fred Meyer; Fry's; Gerbes; Giant; Haggen; Hannaford; Heirloom Market; Jay C Food Stores; Jewel-Osco; King Soopers; Kroger; Mariano's; Martin's; Meijer; Metro Market; Pavilions; Pay-Less Super Markets; Pick 'n Save; Ralph's; Randalls; Ruler Foods; Safeway; Shaw's; Smith's; Star Market; Stop & Shop; QFC; Tom Thumb; or Vons. **Beer** - Anheuser-Busch; Black Eye Ale; Black Hawk Stout; Blue Heron Pale Ale; Boxer; Budweiser; Busch; Clear Creek Ice; Eye of the Hawk; Genesee; Honey Amber Rose; Huber; Icehouse; Landshark Lager; Lazy Mutt Farmhouse Ale; Leinenkugel; Lionshead; Mad River; Michelob; Miller; Milwaukee's Best; Minhas Oktoberfest; Natural Ice & Light; O'Doul's; Olde English 800; Pabst; Peregrine Pilsner; Pyramid; Red Dog; Red Tail Ale; Rolling Rock; Samuel Adams; Shergill IPA; and Shock Top. **Whiskey** - Buffalo Trace Bourbon.; Bulleit Bourbon; Eagle Rare Bourbon; Jack Daniel's; Jim Beam; Knob Creek; Maker's Mark; Seagram's Seven Crown; Southern Comfort; Wild Turkey 101. **Set the Table** - All-Clad cookware; Anchor Hocking; Bennington Pottery; Claus knives; CorningWare; Cutco knives; Fiestaware; Homer Laughlin China; Libbey glassware; Pyrex.

GULF, EAST HALLS HONOR TEDDY GLEASON DAY TOMORROW

M.E.B.A. East Coast and Gulf Coast Union halls and offices (not including Headquarters) will be closed tomorrow, Friday, March 17th in observance of Teddy Gleason Day

Thomas William Gleason was the President of the International Longshoremen's Association from 1963 to 1987. He came from a family of longshoremen and quit school at the age of 14 to work on the docks for 35 cents an hour. In 1919, he joined the ILA which he said was "just a gang of rebels" at that time. He was later blacklisted by steamship companies for his union activities. He made ends meet by working in a sugar factory by day and selling [hot dogs](#) at night on Coney Island. In the late 1940s, Teddy assumed leadership positions in one of the ILA locals. After the national union became embroiled in a [corruption scandal](#) in the early 1950s, Gleason ally William Bradley was elected as the new ILA President and Teddy was tapped as general organizer. A decade later Gleason was elected ILA President himself following two years as Executive V.P.

In early 1963, when the government planned to sell surplus grain to the Soviet Union, Gleason offered to remove his opposition to the plan if U.S.-flag ships were utilized. That arrangement was not honored by the Lyndon Johnson administration and Gleason made sure that the grain ships were held up at the docks for over a week. Gleason's organizing skills and political acumen led to big gains for the union but he also presided over a contraction of the ranks as containerization dramatically altered the industry. He was most proud of the guaranteed annual income he won for dockworkers. "We got everything we fought for," Gleason said summing up his ILA service at the time of his 1987 retirement. He was succeeded by John Bowers. Gleason died on Christmas Eve in 1992 at the age of 92.

Gleason Day was originally celebrated by the ILA for years on November 8, but because the day was too close to Veterans Day and Election Day, his commemoration day was switched. Teddy Gleason had overtly celebrated his Irish heritage and was even named grand marshal of the New York St. Patrick's Day parade in 1984. As a result, St. Patty's Day was selected as the day to honor the life and legacy of one of our greatest trade unionists – Teddy Gleason.

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

Monday, April 3 – Boston@1200; Seattle (Fife)@1300.

Tuesday, April 4 – *Jesse Calhoun Day – All Halls Closed*

Wednesday, April 5 – CMES@1430; Charleston@1400; Houston@1315; Jacksonville@1300; New Orleans@1315; Oakland@1230; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org

Thursday, April 6 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

Friday, April 7 – *Good Friday – All Halls Closed*

Monday, April 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. 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.