

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

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FORMER S.F. PATROLMAN TOM ECHO SAILS INTO THE SUNSET

Tom Echo, longtime member, strong advocate for workers' rights and former M.E.B.A. Patrolman in the old San Francisco Union hall, sailed into the sunset on September 24 at the age of 76.

Tom saddled up with the Union in 1969 and shipped out as an engineer for various companies. He spent two years ashore starting in 1976 when he worked for the University of California as a campus engineer then spent time with the San Francisco Water Department. He then returned to shipping until January of 1992 when M.E.B.A. President Joel Bem, recalling Brother Echo's strong allegiance to unionism and a democratic M.E.B.A., asked Tom to serve as the Patrolman in San Francisco on an interim basis. Tom's dedication and work ethic led to his formal election to that position later that year. He was re-elected three years later to another three-year term. During his service as Patrolman, he was the principal negotiator for our contracts with Crowley Marine Services and Golden Gate Ferries and was instrumental in negotiations with Chevron, Matson, APL and other contracted-companies. He was active in solidarity with other unions as well and served as Delegate to the Labor Councils of San Francisco, Alameda and Contra Costa Counties.

Tom was born in San Francisco. He served in the US Navy, was an avid golfer and loved music and reading books. He was a dedicated, honest, loving and caring person with a vibrant and social personality, touching the hearts of those he encountered. He was loyal, passionate about his beliefs, and mentored others with selflessness. Family was everything to him and he will be deeply missed and thought of fondly by those who knew him.

He is survived by his wife, Mary Lou; daughters Shannon, Deborah, and Jennifer; grandchildren Nathan and Ava; brother Walter "Sonny;" and sister Lisa.

LATEST WSF VESSEL DEBUTS

The Washington State Ferry system welcomed its newest Olympic-class vessel into the fleet as the 144 vehicle, 1,500 passenger ferry SUQUAMISH began service on the Clinton-Mukilteo route earlier this month.

The vessel is the last of four funded Olympic Class ferries built to replace the midcentury-era, diesel-electric Evergreen State Class vessels. The SUQUAMISH was constructed at Vigor Shipyard in Seattle

and joins the TOKITAE, SAMISH and the CHIMACUM, the other recent Olympic-class additions to the WSF fleet.

16 M.E.B.A. engineers/oilers received the honor of manning the SUQUAMISH during the vessel's first few weeks in service. Chief Engineer Nate Ratcliff (SC) began heading up the vessel on "A Week" along with Assistant Engineer Joe Greene and Oilers Anton Shadyrya and Evan Burklund. They alternate with Chief Val Lazarov, A/E Tyler Moch and Oilers Chase Farmer and Andrew Lambert on the other 12 hour shift. On "B Week" are Chief Chris Ryan and A/E Andrzej Kulawiuk with Oilers Neil Sheldon and Derek Koetje on one shift. On the other "B Week" shift are Chief Chris Ray, A/E Nash Willis and Oilers Ross Halsted and Alex Stamati.

Though SUQUAMISH is the ferry system's last funded newbuild, a long-range strategy to address future vessel needs through 2040 is being developed and could be sent to the legislature by January.

"The plan recommends building new vessels to replace the oldest ferries in the fleet," said Amy Scarton who oversees the WSF. "Just to maintain current service levels, 13 of our oldest ferries will need to be replaced by 2040, and we're recommending building 16 new vessels in total to continue to provide reliable service."

"SAVE OUR SEAS" SIGNED INTO LAW; ADDRESSES OCEAN POLLUTION, INCLUDES SOME EL FARO SAFETY RECOMMENDATIONS

The bipartisan Save Our Seas (SOS) Act, addressing the marine debris epidemic affecting America's oceans, shorelines, and inland waterways, has been signed into law. The new law will help supplement the federal government's domestic and international response to the millions of tons of plastic waste and other garbage that litter our shores and pollute our oceans, endanger wildlife, and disrupt commerce. It also fosters cooperation between the U.S. and other nations to confront the crisis worldwide.

In addition, H.R. 6175, a bill to implement some of the safety recommendations made in the wake of the EL FARO sinking, had been incorporated into the SOS Act and also becomes law. H.R. 6175 was introduced by Rep. Duncan Hunter (R-CA) and requires additional Coast Guard measures to ensure proper vessel inspections are undertaken. It also implements additional safeguards to better guarantee that vessels and crew have necessary safety equipment and timely weather forecast charts, and that voyage data recorders float free after an accident. Details of the SOS Act (S. 756) and H.R. 6175 can be found at www.congress.gov by punching in the respective bill numbers.

TRUMKA TALKS NAFTA IN HILL OP-ED

AFL-CIO President Richard Trumka penned an op-ed in the political newspaper *The Hill* last week, laying out the labor movement's position on the retooled North American Free Trade Agreement (NAFTA) that has been redubbed as the United States-Mexico-Canada Agreement (USMCA).

"It seems every talking head in Washington has been in a frenzy recently, rushing to either glorify or condemn" the agreement, he wrote. "But the truth is that it is still too early to pass any final judgment."

Trumka noted that the draft agreement includes improvements on some issues, including labor protections, foreign investment and American content standards. However, he said, it also further cedes ground to corporations on several fronts, including food labeling requirements, environmental

protections, data privacy and affordable medicine. He also highlighted some of the major unknowns in the deal which include labor standards in Mexico, monitoring and enforcement and automobile rules of origin.

Until these critical issues are fully clarified, he noted, working people will continue to call for a NAFTA that works for workers. As Trumka wrote: “If it ultimately advances the needs and rights of working families, we will fight to make it law. If, instead, it continues to sacrifice our livelihoods to enrich a few chief executives, we will fight tooth and nail to defeat it.”

NEW STUDY ON SEAFARERS & AUTOMATION

The International Chamber of Shipping (ICS) has released a new study aimed at uncovering the effects autonomous ships will have on the role of seafarers and the global shipping industry. In one of the report’s positive findings, it concludes that mariner jobs will continue to be plentiful in the next two decades, especially for seagoing officers. ICS Secretary General, Guy Platten said that “while the size of crews may evolve in response to technological changes onboard, there may also be considerable additional jobs ashore which require seafaring experience.”

The Hamburg School of Business Administration (HSBA) conducted the study on behalf of ICS. The study findings suggest that the role of personnel on board and ashore will need to be redefined both operationally and legally. Reviewing and understanding how these roles may evolve is also identified in the study as an important aspect to assess and address the impact of autonomous ships on the role of seafarers.

The report includes an in-depth assessment of risk and opportunities of digitalization in global logistics chains, as well as on digitalization and automation in ship operations. The study can be viewed online by visiting <https://tinyurl.com/icsstudy>

SEAFARER MENTAL HEALTH ADDRESSED IN NEW FREE TRAINING PROGRAM

A new training package, “Seafarers Mental Health and Wellbeing,” has been made available free of charge. If left unaddressed, seafarer stress can result in danger to one’s self by way of lowered morale, increased human error, lifestyle illnesses, decreased productivity, burnout, and mental health issues. “Seafarers Mental Health and Wellbeing” focuses on what seafarers can do to cope with the challenges but also to take advantage of the many opportunities onboard. It underlines the importance of rest, diet, team activities, and maintaining good relationships. Talking to a trusted person onboard ship may help, and there is also help available outside the ship such as the 24/7 multilingual helpline and chat service at SeafarerHelp.org, as well as the work of port-based organizations such as Mission to Seafarers.

Produced by KVH Videotel in association with the International Seafarers Welfare and Assistance Network (ISWAN), the program is comprised of a short video, facilitator notes, and information booklets on mental health issues at sea. To obtain “Seafarers Mental Health and Wellbeing,” visit videotel.com/seafarerwellbeing

REPLACEMENT CREDENTIALS FOR HURRICANE-HIT MEMBERS – HURRICANE MICHAEL

The National Maritime Center will make sure mariners whose Merchant Mariner Credentials didn’t survive Hurricane Michael can secure duplicate MMCs free of charge. A statement of loss should be provided to NMC by fax at (304) 433-3412 or by e-mail to IASKNMC@uscg.mil. The statement

should include: Mariner's full name; Date of birth; Reference number or SSN; Mailing address; Phone/email; Circumstances surrounding MMC loss. Alternatively, mariners can submit a CG-719B, Application for MMC, to one of the Regional Examination Centers with the information above. Questions or concerns can be answered via the NMC website or NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

PHOTOS FROM THE FLEET NEEDED!

We are always looking for photos from any of the M.E.B.A. bargaining units to keep our Facebook site current. Members are urged to send in your photos to marco@mebaunion.org. Any photos with an M.E.B.A. connection, at sea or on shore, are appreciated. Digital pictures should be taken at a high resolution setting. In all cases, make sure you I.D. the photos. Check out the M.E.B.A. Facebook site which is usually updated daily.

TASTY TREATS FOR A SPOOKY EVENING

If you want your Halloween to be all treats and no tricks, make sure all your candy is union-made in America. The Los Angeles County Federation of Labor's resource site, Labor 411, has a list of union-made candies, as does Union Plus. Here are some highlights, featuring sweets made by the Bakery, Confectionery, Tobacco Workers and Grain Millers (BCTGM) and the United Food and Commercial Workers (UFCW): 5th Avenue; Abba-Zaba; Almond Roca; Baby Ruth; Big Hunk; Bit-O-Honey; Butterfinger; Cadbury; Candy House Buttons; Caramello; Clark Bar; Dum Dums; Ghirardelli Chocolate; Gimbal's Fine Candies; Hershey's Kisses; Hershey's Hugs; Hershey's Nuggets; Jawbreakers; Jelly Belly; Kit Kat; LOOK!; Mallo Cups; Mary Jane; Mighty Malts; Necco Wafers; Red Vines; Rocky Road; Rolo; Russell Stover; See's Candies; Sky Bar; Smarties; Snaps; Sour Patch Kids; Sour Punch; Super Ropes; Toblerone; Tootsie Rolls; U-NO; York Peppermint Patties; Zagnut.

REGULAR MONTHLY MEMBERSHIP MEETINGS

Monday, November 5 – **Boston@1200; Seattle (Fife)@1300;**

Tuesday, November 6 – **CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;**

Wednesday, November 7 – **Jacksonville@1300; New Orleans@1315;**

Thursday, November 8 – **L.A.@1230** (Meeting in San Pedro at new location). **NY/NJ@1300; Norfolk@1300; Tampa@1300;**

Friday, November 9 – **Honolulu@1100.**

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



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