

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"

M.E.B.A. TELEX TIMES

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M.E.B.A.-SUPPORTED BILL WOULD PROMOTE AMERICAN WORKERS FOR OCS JOBS

Congressman John Garamendi (D-CA) has introduced M.E.B.A.-supported legislation that would repeal all the anti-Jones Act decisions made by U.S. Customs and Border Protection and pave the way for the employment of American workers for offshore wind development jobs on the Outer Continental Shelf. Rep. Garamendi reintroduced his "Close Agency Loopholes to the Jones Act" (H.R.5991) while adding a new provision that would, among other things, apply a prevailing wage requirement to all offshore jobs on the OCS.

"The U.S. government should do everything in its power to prevent foreign vessels from paying poverty wages to take jobs from Americans working in our maritime industry," the Congressman noted. "Sadly, federal regulators have largely enabled it instead. My [bill] would finally enforce the law as Congress intended when it created the Jones Act in 1920. Passing my legislation means maximizing job opportunities for American mariners, U.S.-flagged vessels and domestic shipyard workers," he stated.

A second new provision that was added directs the U.S. Coast Guard to implement a Garamendi amendment that applies the Jones Act to offshore wind installations. Importantly, the bill would close nearly 50 years of loopholes that disadvantage American workers—known as "letter rulings"—by U.S. Customs and Border Protection. These loopholes allow federal regulators to circumvent the Jones Act.

M.E.B.A., MARITIME UNIONS DECRY PROPOSAL FOR FOREIGN-CREWED SECOND U.S. REGISTRY

A broad coalition of American maritime and transportation unions, including the M.E.B.A., has registered strong opposition to a proposal to promote the operation of U.S.-flag vessels with foreign crews. The proposal, part of a report issued by the Hudson Institute, would create a second U.S.-flag ship registry to allow vessel owners to bypass the hiring of American maritime workers. As noted by the unions, "The overall report released by the Hudson Institute contains a number of recommendations that we oppose and which we believe will adversely affect the efficient implementation of existing U.S. maritime policies and the operation of U.S.-flag vessels. In addition, the proposal fails to identify solutions that would increase or incentivize the carriage of cargoes by

U.S.-flag, U.S.-crewed vessels, a core tenet of ensuring an economically viable U.S. maritime industry. However, the establishment of a second U.S.-flag registry as proposed by the Hudson Institute is the most egregious proposal in the report and warrants our specific comment.”

The united opposition to the ill-conceived proposal was forwarded by the M.E.B.A., MTD, TTD, AMO, MM&P, SIU, MFOW and the SUP.

They said, “The United States-flag deep sea fleet is the largest segment of the maritime industry providing the trained and qualified mariners needed to meet the requirements of the Department of Defense,” they stated. “It is these American mariners who crew the surge and sustainment vessels called into action by the Department of Defense in time of war or other international emergency and who have never, in the history of our nation, refused to respond whenever and wherever needed by our government.”

“At this time in our nation’s history it is imperative that our government act to ensure that our country has the trained and qualified mariners needed by the Department of Defense. It is irresponsible to divert U.S. taxpayer dollars to support and to otherwise encourage the operation of U.S.-flag vessels that do not provide the base of employment necessary to increase and support the U.S citizen mariner base. To do so is at best a wasteful use of U.S. taxpayer dollars and at worst, dangerous disregard of America’s national security requirements.”

“We urge the Biden Administration and the Congress to put American maritime workers first, and to soundly reject this proposal to create a second United States-flag registry that will be little more than a flag of convenience that has at its core the outsourcing of American maritime jobs. We instead urge Congress and the Administration to work with us to strengthen and expand the United States-flag fleet in order to create jobs for America’s maritime workforce and to further enhance America’s economic, homeland and military security.”

M.E.B.A. SUPPORTING PICKET AGAINST ØRSTED

The M.E.B.A. is standing with the International Longshoremen’s Association as ILA Local 1411 pickets against Ørsted US in New London, Connecticut. Ørsted US, an offshore wind farm developer, has frozen ILA out of their traditional jurisdiction of loading and unloading cargo and has negotiated in bad faith. In July 2023, Ørsted US disclosed it signed twenty-year contracts with historically anti-union shipping companies – a direct violation of their own code of conduct – breaking promises made to US seafarer unions.

M.E.B.A. members are encouraged to join the picket on the New London State Pier which is being redeveloped as an offshore wind industry terminal.

In another revolting development, Ørsted bussed in scabs – which included Building Trades and Operating Engineers union members - to fill in for the picketing ILA workers. “It’s another sad day for labor when unions will cross other unions’ picket lines, regardless of what the issue is,” said Jim Paylor, the assistant general organizer for the ILA. “I was raised in a family that you didn’t even ask questions,” he continued. “If I walked up to a store and there’s a picket sign, nobody had to give me an explanation. I turned around and went away.”

“It’s still a violation of labor law, where unions don’t violate unions or especially try to encroach on their jurisdiction,” he added.

FINISHED WITH ENGINES – BROTHER JEFF PILLARD

The M.E.B.A. lost Chief Engineer Jeff Pillard on Sunday after an unexpected medical crisis. Jeff was a Massachusetts Maritime Academy graduate who made application with the Union in 1999 and sailed out of the Boston hall. He shipped out on various vessels for APL, OSG and Central Gulf, among others and had been sailing aboard the Matson combination container/roll-on, roll-off (CON-RO) vessel LURLINE since early 2020.

Jeff hailed from a proud M.E.B.A. family - his brother Jay is also a member. He was active at membership meetings and sailed out of the Boston Union hall. He was only 48 years old.

He was the beloved husband of Molly for the past 19 years, and loving father of Jamie and Justin Pillard, his pride and joy. He is also survived by two brothers, Gino and Jay among other family. Jeff passed away on the anniversary of his father’s passing.

Relatives and friends are invited to attend calling hours on Sunday, October 29 from 4–7 p.m. in the Ginley Crowley Funeral Home, 3 Barber St. Medway, Massachusetts (ginleyfuneralhomes.com). His funeral Mass will be celebrated on Monday, October 30 at St. Joseph Church, 151 Village Street in Medway at 10:30 a.m. Burial will take place privately. In lieu of flowers, donations may be made to an education fund set up for Jamie and Justin, checks payable to: Jamie and Justin Pillard c/o Charles River Bank, 70 Main St., Medway, MA 02053.

UAW REACHES TENTATIVE AGREEMENT WITH FORD

The UAW has a tentative agreement with Ford Motor Company after 41 days on strike against the “Big Three” automakers (Ford, General Motors, and Stellantis - parent company of Chrysler). Workers would get a 25% base wage increase through April 2028, cost-of-living allowances and divisive wage tiers would end. It would improve retirement for current retirees, those workers with pensions, and those who have 401(k) plans. It also includes a historic right to strike over plant closures, a first for the union.

“For months we’ve said that record profits mean record contracts [and] our stand-up strike has delivered,” said UAW President Shawn Fain. “Since the strike began, Ford put 50% more on the table than when we walked out. This agreement sets us on a new path to make things right at Ford, at the Big Three, and across the auto industry. Together, we are turning the tide for the working class in this country.”

The gains in the tentative agreement, as outlined by Fain and UAW V.P. Chuck Browning, are valued at more than four times the gains from the 2019 contract and provide more in base wage increases than Ford workers have received in the past 22 years.

UAW Ford workers will go back to work while the tentative agreement goes through the ratification process. The agreement bodes well for union negotiations with the other two automakers. The stand-up strike continues at Stellantis and GM.

BEWARE OF RED SEA DRONES & MISSILES

The Maritime Administration has issued a Maritime Alert (2023-004A) warning commercial mariners of threats in the Red Sea region stemming from multiple drone and missile attacks launched from Yemen last week. MarAd advises that mariners exercise caution when transiting the area. They stated, “U.S. commercial vessels operating in this area should review U.S. Maritime Advisory 2023-011 (Threats to Commercial Vessels – Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, and Somali Basin) for amplifying information and points of contact. Any maritime industry questions regarding the alert should be directed to GMCC@uscg.mil.

ALTERNATIVE MEDICAL CLINIC IN TAMPA CLOSSES

The Tampa-Citrus Park American Family Care (AFC) alternative medical clinic located on 6182 Gunn Highway has discontinued service for the foreseeable future. The facility will honor all previously made physical appointments but they will no longer take new bookings. The M.E.B.A. Medical Plan is currently reviewing the matter and the available options.

If you need an M.E.B.A. physical, please make an appointment with the M.E.B.A. Diagnostic Center in Baltimore or Oakland or choose one of our other alternative locations in New Orleans and Houston. Contact information follows:

Baltimore – M.E.B.A. Diagnostic Center

1005 Eastern Ave
Baltimore, MD 21202
410-547-9111 (ext. 1278)
Baltimoreclinic@mebaplans.org

Oakland – M.E.B.A. Diagnostic Center

548 Thomas L. Berkley Way, 1st Floor
Oakland, CA 94611
510-663-6810
oaklandclinic@mebaplans.org

Houston

Doctors Express
5568 Wesleyan St
Houston, TX 77005
713-666-7050

New Orleans

West Jefferson Industrial Medicine
107 Wall Boulevard
Suite A
Gretna, LA 70058
504-433-5070

LABOR 411: TASTY TREATS FOR A SPOOKY EVENING

Kids crave candy and Halloween gives them an officially-sanctioned excuse. But you can stock up on the following items to help make that spooky night a frightful success. Not only will these sugary treats delight your little monsters, they are all union-made in America. Here are some highlights, featuring sweets made by the Bakery, Confectionery, Tobacco Workers and Grain Millers (BCTGM), the United Food and Commercial Workers (UFCW), and the International Brotherhood of Teamsters. The knowledge that you are supporting union jobs should make those sugary goodies taste that much sweeter.

100 Grand (IBT 200); Abba-Zabba (BCTGM); Almond Roca (BCTGM); American Licorice (BCTGM); Annabelle Candy Company (BCTGM); Baby Ruth (BCTGM, IBT 200); Bachman Company (BCTGM); Big Hunk (BCTGM); Boyer Brothers (BCTGM); Brown & Haley (BCTGM); Butterfinger (BCTGM, IBT 200); Cadbury (UFCW); Carmello Bar (BCTGM); Dum Dums (IBT 20); Ferrero Group (Nestle, Farley & Sathers) (BCTGM); Ghirardelli Chocolate (BCTGM); Hershey Company (BCTGM); Hershey Kisses (BCTGM); Hershey Milk Chocolate Bar (BCTGM); Hershey Milk Chocolate & Almonds Bar (BCTGM); Hershey Special Dark Bars (BCTGM); Hershey Nuggets (BCTGM); Hot Tamales (BCTGM); Ice Breakers (BCTGM); Jelly Belly Jelly Beans (BCTGM); Jolly Ranchers (BCTGM); Just Born (BCTGM); Kit Kat Bars (BCTGM); Laffy Taffy (IBT 26); Look! (BCTGM); Mike and Ike (BCTGM); Oak Leaf Confections (BCTGM); Payday (BCTGM); Peanut Chews (BCTGM); Peeps (BCTGM); PEZ (IBT 443); Raisinets (IBT 200); Red Vines (BCTGM); Ring Pops (IBT 229); Rolo (BCTGM); Russell Stover (BCTGM, UFCW); See's Candies (BCTGM); Sour Patch (BCTGM); Sugar Babies (BCTGM); Sugar Daddy (BCTGM); Tootsie Rolls (BCTGM); Zours (BCTGM).

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

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

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

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

Thursday, November 9 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

Monday, November 13 – 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.