

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)

"On Watch in Peace and War since 1875"



M.E.B.A. TELEX TIMES

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WSF MEMBERS APPROVE MORE EQUITABLE DUES STRUCTURE

The District Executive Committee issued thanks to all Washington State Ferry members who exercised their right to vote in the just-concluded 30-day Online Dues Equity Referendum. Over 70% of the bargaining unit participated in the vote and approved the revamped dues structure by a 108-94 count. In addition, the vote will trigger a reduction in applicant initiation fees for oilers.

The bargaining unit's approval of the dues increase provides the M.E.B.A. the resources necessary to sustain the Union's ability to represent the WSF membership for the foreseeable future at the level they deserve. The new dues structure goes into effect on January 1, 2020. Additional information will be forthcoming regarding applicant initiation fees, self-pay and the recommended dues check-off.

SUPPORTING THE CAUSE – MLA BACKS UAW IN "CRITICAL STRUGGLE"

The five-union Maritime Labor Alliance (MLA) lined up behind striking auto workers in their battle for a fair contract from General Motors. MLA organizations pledged their solidarity with the United Automobile, Aerospace and Agricultural Implement Workers of America (UAW) in a recent letter penned to UAW President Gary Jones. MLA is made up of the ARA, IBU, ILWU, M.E.B.A. and the MM&P.

About 46,000 hourly GM employees are looking for a fair wage increase, affordable healthcare and job security provisions among other issues. UAW was there for the company during the 2008-2010 auto industry crisis when the workers accepted major concessions to help resurrect GM. Now that the company is back in the black and racking up record profits, the workers are asking GM to treat them as partners - not pawns.

The presidents of the five MLA unions committed their "support and solidarity" to UAW as auto workers walk the line at pickets across the country at 55 facilities in 10 states. The MLA letter to UAW stated, "We salute your stand against the betrayal of the auto workers who built GM, agreed to concessions when survival required it and are now being short-changed and cast aside when the company is flush."

The letter also noted, "The UAW fought to establish the working conditions, wages, health care coverage and retirement security that set the standard for all labor in North America. We support your

efforts to restore your members' terms and conditions of employment to where they should rightfully be and to receive a fair share of the profits that GM is reaping.”

MLA said that the thousands of maritime industry professionals at our nation's ports and on vessels traversing the oceans and our nation's waterways will continue to stand shoulder-to-shoulder with auto workers and can be relied upon by the UAW during this critical struggle.

MARAD CALLS ACTIVATION A SUCCESS; WORKING ON LESSONS LEARNED

The Maritime Administration termed the recent Government ship turbo activation “successful” but continues to evaluate all aspects of the breakout to better finetune the process.

In mid-September, defense officials ordered a large-scale turbo activation of 27 Ready Reserve Force (RRF) vessels and 6 Military Sealift Command ships in an effort to test the readiness of the aging fleet and its support network. M.E.B.A. helped fill billets on about a dozen RRF vessels managed by Patriot Contract Services (engine officers) and Keystone Shipping (deck and engine officers). The three Matson-managed RRF ships were predisposed during the exercise and were not part of the activation, including one – the CAPE HUDSON – that was already in full operating status on an overseas mission. The MarAd and MSC ships sailed within five days of activation, conducted sea trials then returned to their berths.

MarAd said that 27 RRF vessels were activated and crewed successfully achieving Full Operating Status. However one of the ships “suffered a failure” once underway. In addition, several Gulf Coast-based RRF ships were initially delayed because of the approach of hurricane conditions at the time. MarAd is in contact with all the parties involved in the exercise, including the M.E.B.A., to better understand how future breakouts can be further improved and run like a well-oiled machine.

M.E.B.A. CONTINUES WORK WITH ITF ON BEHALF OF GLOBAL INDUSTRY

M.E.B.A.'s work to improve the welfare and rights of our workers extends to global seafarers through our affiliation with the International Transport Workers' Federation (ITF) which represents 18.5 million workers around the world. The ITF helps battle against substandard shipping and looks to raise the wages and conditions of mariners worldwide.

M.E.B.A. Government Affairs Director Erick Siahaan took part in the recent ITF Maritime Roundtable in Colombo, Sri Lanka and used the time to strengthen our ties with ITF member unions who battle on behalf of seafarers and dock workers.

During the meetings, Captain Gennadiy Gavrylov, a Ukrainian ship master detained in Sri Lanka for the last three years, addressed ITF attendees. The cargo of a vessel commanded by Captain Gavrylov has come under suspicion as authorities are questioning whether the ship's employer was involved in the illegal importation of firearms. Gavrylov has been held without formal charges and prohibited from contacting his family or leaving the country. His situation accentuates the issue of seafarer criminalization.

Another item of interest involved the visit to the conference of a class of young sea cadets from Sri Lanka and Croatia. A panel discussion focused on the future of the maritime industry for young adults who want to become merchant mariners, their outlook on the future of the industry, automation, and promoting the inclusion of women who want to pursue careers in the industry.

NEW DOL LEADER EXPECTED TO BATTLE AGAINST LABOR PROTECTIONS

New Department of Labor Secretary Eugene Scalia was sworn into office late last week and appears to have begun to justify the concerns of unions leery of the Administration's war against working families. Before his nomination to the DOL, Scalia spent years serving as a management-side attorney fighting on behalf of corporations at the expense of workers. The AFL-CIO said that it is chagrined by the notion of a lifelong union-buster overseeing an agency meant to defend worker rights.

The Trump administration continues its unabated onslaught against labor protections while insisting that the President is a friend of working people. His idea of working people doesn't seem to include the millions of workers that are having their rights decimated as part of this administration's desire to further thicken the wallets of corporate fat cats and millionaires at the expense of the little guy. The new Labor Secretary selected Rachel Mondl, DOL's current No. 2 legal official, to be his chief of staff. She previously worked with Scalia at his management-side law firm, has questioned the need for unions and has been active in efforts to gut the NLRA and repeal Obama-era DOL initiatives.

With the new Labor Secretary's track record, AFL-CIO President Richard Trumka believes it's hopeless to think that this tiger will change its stripes. "We will not forget this betrayal by the Trump administration, and we will never stop fighting to ensure all working people have the safety protections on the job they deserve."

ALASKA GOVERNOR EXTENDS ATTACKS ON UNIONS WITH ANTI-LABOR EXECUTIVE ORDER

Fresh off massive budget cuts that undermine education and ferry service in his state, Alaska Governor Mike Dunleavy is looking to weaken labor unions with a newly decreed Executive Order creating another layer of red tape complicating union membership.

Feeling empowered by the Supreme Court's Janus decision that effectively implements a right-to-work regime for state and local government workers, Dunleavy issued an Executive Order that requires Alaska public sector union members to annually "opt-in" before union dues can be collected. He noted, "This Order will ensure that an employee clearly and affirmatively consents before the State deducts union dues or fees from employee paychecks, and that the consent is "freely given" and reflected by "clear and compelling" evidence."

The Order goes into effect immediately and the state will be developing new procedures and forms to make it easier for state employees to "opt-out" to diminish the collective voice of workers with yet another broadside against labor unions.

The Alaska State Employee Association (ASEA) which represents over 8,000 state public employees, said, "This Governor has made it clear that he has no respect for the commitment and effort of hard-working Alaskans in public service. He sees our members as nothing more than an obstacle in his plans to dismantle the critical services Alaskans rely on every day. He's right about one thing: union members will use their voices to stand up and stick together for the people we serve. That's why he's doing everything in his power to try to violate our fundamental freedoms and tear unions down. Every Alaskan should stand up and tell him no."

M.E.B.A. represents engineers in the Alaska Marine Highway System as well as City & Borough of Juneau workers who toil on a wide range of city jobs including those working in purchasing, and serving as clerks and licensed utility employees.

ASEA Executive Director Jake Metcalfe said that these hardworking State employees “are proud public servants. Their jobs matter - they make Alaska happen and deserve to advocate for the services they provide and work that they do.”

YOU MAY BE AN APPLICANT IF...; APPLICANTS NEED TO SUBMIT DOCUMENTATION TO MAKE MEMBERSHIP

If your Member/Applicant book is brown – you are an Applicant (a Member book is black). If your Book Number begins with “A” and not “M” you are an Applicant. In addition, your Group Card may describe you as a “Member” or “Applicant.”

Qualified applicants trying to make membership should make sure they provide Headquarters with the required documentation to ensure their inclusion on the next District Investigating Committee (DIC) report. The DIC meets twice a year to review applicants for membership and will meet in November shortly before the release of their December report. To make membership, an applicant needs the required sailing days or specified years of employment with a particular bargaining unit, must be current with service charges and must complete other necessary requirements which may include an initiation fee and/or letters of recommendation.

Applicants should know that they are responsible for providing their local Union hall/Headquarters with the documentation demonstrating their fulfillment of the application requirements. Once they submit the requisite amount of sea time (or documented years of service) to Headquarters and have otherwise fulfilled the needed requirements as stated in the application packet they signed, they may be eligible for membership.

The DIC will meet in November and will review candidates for membership at that time. Applicants who have fulfilled the necessary requirements need to get their information into Headquarters so they can be included in the next DIC Report and make membership in early December. The DIC will put their report listing qualified applicants before the membership at the regular meetings in December. If the report is passed, listed applicants will be accepted into membership.

M.E.B.A. Headquarters does not, and cannot, update an Applicant’s record with sailing time/years of service unless that Applicant submits the required paperwork, i.e. discharges, sea service letters, documentation of employment, to HQ, by e-mail, fax, or mail or via your local Union hall. For further information you can visit your local Union hall or contact the HQ Membership Department at (202) 638-5355 or membership@mebaunion.org.

REGULAR MONTHLY MEMBERSHIP MEETINGS

Monday, October 7 – Boston@1200; Seattle (Fife)@1300;
Tuesday, October 8 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230;
Wednesday, October 9 – Jacksonville@1300; New Orleans@1315;
Thursday, October 10 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300;
Friday, October 11 – Honolulu@1100.

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