

MARINE ENGINEERS' BENEFICIAL ASSOCIATION (AFL-CIO)



"On Watch in Peace and War since 1875"
M.E.B.A. TELEX TIMES
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NEW WORK! M.E.B.A. PROVIDING ENGINEERS FOR SUNY SHIP

M.E.B.A. contracted company Pasha/Sunrise recently won a bid to operate the SUNY Maritime training vessel EMPIRE STATE into the New Year bringing in new jobs for M.E.B.A. engineers, as well as additional engineers covering for several unlicensed positions. Joel Bem, former M.E.B.A. President during the mid-1990s, is sailing on the vessel as its Chief Engineer.

Last year, the Union inked a similar agreement with Pasha to provide augmenting engineers aboard the California State Maritime Academy training ship GOLDEN BEAR, and another MarAd-based MOU was created for this opportunity.

LAMONT-DOHERTY CONTRACT SWEETENED

M.E.B.A. engineers working for Lamont-Doherty Earth Observatory will receive generous wage increases and additional vacation days effective October 1 after the Union worked out a new Memorandum of Agreement. M.E.B.A. sails onboard the R/V MARCUS G. LANGSETH operated by Lamont-Doherty's Office of Marine Operations at Columbia University.

Our contract for the vessel runs through July of 2024. Atlantic Coast V.P. Jason Callahan negotiated with Lamont on the enhanced MOA that provides further incentives to attract and retain mariners onboard the 235-foot LANGSETH. The ship is a general-purpose oceanographic research vessel that performs seismic research achieved by mapping the earth's structure miles below the seafloor. The vessel is currently stationed in Seattle, WA and will move to San Diego, CA later this month.

GARAMENDI BILL AIMS TO BEEF UP U.S.-FLAG FLEET

A bipartisan bill introduced by Congressman John Garamendi (D-CA) along with Reps. Bob Gibbs (R-OH) and Alan Lowenthal (D-CA) would help revitalize U.S. shipping by restoring the 75% minimum tonnage requirement for civilian government cargo while enacting additional provisions to reverse the continued decline of internationally trading U.S.-flag vessels. Congressman Garamendi said, "For too long, Congress and both Democratic and Republican presidents have allowed the commercial fleet of U.S.-flagged, ocean-going vessels to dwindle...My comprehensive, bipartisan legislation would help to recapitalize the U.S.-flag fleet of ocean-going, commercial vessels by guaranteeing government cargo during peacetime so that U.S.-flag vessels are available during

wartime or emergencies. The United States has the world's most capable Navy, and we need an equally impressive fleet of commercial cargo vessels crewed by American mariners.”

The “Rebuilding the United States-Flag International Fleet Act” (H.R. 9102), supported by the M.E.B.A., would make a series of changes to increase cargo for U.S.-flag vessels, minimize exceptions for foreign vessels and provide stronger oversight and transparency to ensure these provisions are enforced. Specifically, the bill would:

- Restore requirement in place from 1985 to 2012 that at least 75% gross tonnage of seaborne cargo for international food aid programs be carried on US-flagged vessels. Current law only requires 50% minimum gross tonnage.
- Restore requirement in place from 1985 to 2012 that the U.S. Department of Transportation reimburse international food aid programs for any cost premium under the US-flagged vessel cargo preference, to protect the overall budget for food aid exports from increased shipping costs.
- Reaffirm the Maritime Administration (MARAD) as the only federal agency able to waive the US-flag requirement for government cargo, in the rare instances when such commercial vessels are unavailable at fair and reasonable rates.
- Strengthen transparency and oversight by requiring public notice online of all waivers of the US-flag requirement and timely notification to Congress. Current law holds similar requirements for waiving the Jones Act.
- Allow vessels seeking federal cargo contracts to be re-flagged into the United States registry for less than 3 years provided they satisfy similar requirements as vessels enrolled in the existing [Maritime Security Program](#).
- Clarify that the current US-flagged vessel requirement for international food aid applies to all agricultural products, not just commodity crops.
- Implement the reforms to cargo preference laws recommended by the [Government Accountability Office's report](#) on “Actions Needed to Enhance Cargo Preference Oversight” published on September 12, 2022.

CMES RELEASES 2023 COURSE SCHEDULE

The Calhoun M.E.B.A. Engineering School has issued its 2023 course schedule along with a course application form. Applications for these classes will be accepted using the CMES website (www.mebaschool.org), by US Mail and fax (410) 822-7220. Class schedule and registration dates are subject to change.

Applications for classes held between January 1 and June 30, 2023 will be accepted no earlier than November 1, 2022. Applications for classes held between July 1 and December 31, 2023 will be accepted no earlier than May 1, 2023. Applications sent prior to the acceptance dates will be discarded with no notice sent to the applicant. Application forms can be obtained at the M.E.B.A. Union halls, the School website (www.mebaschool.org) or by calling the School's Admissions Desk at (410) 822-9600. The CMES announced the following course offerings for 2023:

ADVANCED METEOROLOGY - (1-Week Course - 12 students maximum) - January 23 – January 27. **ADVANCED PIPE WELDING** - (2-Week Course - 6 students maximum) - November 6 – November 17. **ADVANCED SHIPHANDLING** - (2-Week Course - 6 students

maximum) - March 13 – March 24. **ADVANCED STABILITY** - (1-Week Course - 12 students maximum) - January 30 – February 3. **BST REFRESHER** - (1-Week Course - 12 students maximum) - February 27 – March 3; April 17 – April 21; May 8 – May 12; June 5 – June 9; September 11 – September 15. **BST REVALIDATION** - (3-Day Course - 12 students maximum) - January 30 – February 1; February 13 – February 15; March 20 – March 22; May 22 – May 24; June 26 – June 28; July 31 – August 2; August 21 – August 23; September 25 – September 27; October 9 – October 11; October 23 – October 25; November 13 – November 15; November 27 – November 29. **CONTAINER REFRIGERATION** - (2-Week Course - 10 students maximum) - February 27 – March 10; December 4 – December 15. **DAMAGE CONTROL/CBRN** - (1-Week Course - 12 students maximum) - March 13 – March 17; May 15 – May 19; September 18 – September 22. **DIESEL ENGINEERING** - (6-Week Course - 12 students maximum) - April 17 – May 26; September 11 – October 20. **ENGINE ROOM RESOURCE MANAGEMENT** - (1-Week Course - 12 students maximum) - May 22 – May 26; August 14 – August 18. **FAST RESCUE BOAT** - (1-Week Course - 10 students maximum) - May 8 – May 12; July 31 – August 4; October 23 – October 27. **GAS TURBINE ENGINEERING** - (5-Week Course) - 12 students maximum) - March 6 – April 7; July 31 – September 1. **INDUSTRIAL NETWORKING** - (1-Week Course - 10 students maximum) - March 13 – March 17; September 11 – September 15. **INSTRUMENTATION** - (2-Week Course - 10 students maximum) - February 6 – February 17; June 5 – June 16; October 2 – October 13. **LEADERSHIP & MANAGEMENT** - (1-Week Course - 12 students maximum) - May 8 – May 12; August 28 – September 1. **LNG AS A FUEL** - (4-Day Course - 12 students maximum) - January 16 – January 19; April 3 – April 6; May 22 – May 25; August 28 – August 31; September 18 – September 21; December 4 – December 7. **MACHINE SHOP PROFICIENCY** - (2-Week Course - 12 students maximum) - February 27 – March 10; August 21 – September 1; September 25 – October 6. **MARINE ELECTRIC PROPULSION/HIGH VOLTAGE SAFETY** - (2-Week Course - 12 students maximum) - March 13 – March 24; June 5 – June 16; September 11 – September 22; October 30 – November 10. **MEECE** - (1-Week Course - 12 students maximum) - May 15 – May 19; August 21 – August 25. **PROGRAMMABLE LOGIC CONTROLLERS** - (1-Week Course - 10 students maximum) - January 9 – January 13; April 24 – April 28; October 30 – November 3; December 11 – December 15. **RADAR RE-CERTIFICATION** - (Examination Only - Scheduled by Appointment). **REFRIGERATION** - (2-Week Course - 10 students maximum) - January 30 – February 10. **SMALL ARMS** - (1-Week Course - 10 students maximum) - March 6 – March 10; May 8 – May 12; September 11 – September 15. **STEAM ENGINEERING** - (6-Week Course - 12 students maximum) - October 9 – November 17. **TANKERMAN DL** - (1-Week Course - 12 students maximum) - February 27 – March 3; June 5 – June 9; September 11 – September 15; December 11 – December 15. **TANKSHIP – LNG** - (2-Week Course - 12 students maximum) - March 20 – March 31. **TIG WELDING** - (2-Week Course - 6 students maximum) - March 13 – March 24. **VESSEL SECURITY OFFICER** - (1-Week Course - 12 students maximum) - May 1 – May 5; October 9 – October 13. **VISUAL COMMUNICATIONS (Flashing Light)** - (Examination Only - Scheduled by Appointment). **WELDING** - (4-Week Course - 12 students maximum) - January 23 – February 17; October 9 – November 3. **WELDING PROFICIENCY** - (2-Week Course - 12 students maximum) - January 9 – January 20; December 4 – December 15.

G&W FUND SUPPORTING MEMBERS AFFECTED BY HURRICANES

M.E.B.A.'s Union hall in Tampa weathered the worst of Hurricane Ian last week and our Jacksonville and Charleston halls stayed out of harm's way as the storm tore through Florida and up the east coast before losing strength. Though our halls survived, some of our members' homes didn't fare as well.

M.E.B.A.'s Good & Welfare Fund is doing its part to assist members affected by Hurricanes Ian and Fiona that caused so much damage over the last few weeks. In the past, the Fund has been there for M.E.B.A. families following devastating storms like Hurricanes Katrina and Sandy, and through the years following cases of illness and death. With the catastrophic chaos and flooding unleashed by the recent hurricanes, M.E.B.A. is ready to assist those in need. This is a wonderful cause, but we need to continually replenish the fund to allow additional assistance to members and retirees in times of hardship. The Internal Revenue Service has ruled that the Good & Welfare Fund is exempt from Federal Income tax. Stop into a Union hall and see how you can help. In addition, you can support the Fund on the M.E.B.A.'s electronic payment portal that is also used to pay dues and service charges as well as contribute to the Political Action Fund. Visit www.mebaunion.org to access the portal where you can also view and update your M.E.B.A. records, including contact information, credentials, and sea time. Please consider making a contribution today to allow the Good & Welfare Fund to lend a hand to M.E.B.A. families now and into the future.

NMC NOTICE ON CREDENTIALS LOST TO HURRICANES

The National Maritime Center issued a notice informing mariners - who lost their credentials in Hurricanes Ian or Fiona – that expedited replacements can be obtained for free by following certain steps. The notice has been [posted in full](#) on the M.E.B.A. website (www.mebaunion.org) in the “Documents & Member Notices” section.

HATED CEO DROPPED FROM SEATTLE FERRY CONFERENCE

Britain's most hated boss, P&O Ferries CEO Peter Hebblethwaite dropped off the panel of an industry event following public pressure from the international labor movement, including the M.E.B.A., and U.S. government representatives. In March of this year, he oversaw the sudden firings of 786 P&O Ferries crewmembers in a pre-recorded Zoom call. The company sent security teams onboard its vessels to forcibly eject any fired worker who lingered too long and replaced the fired workers with cheap non-union, foreign labor.

Hebblethwaite was scheduled to appear at the 46th Interferry Conference in Seattle this week. However, he dropped off (or was dropped) for unannounced reasons. The move follows a scathing letter from the Chair of the US House Committee on Transportation and Infrastructure, Rep. Peter DeFazio (D), calling for Hebblethwaite to be removed as a panelist, and an announcement that the Seattle labor community and global transport unions planned to protest against the participation of the self-confessed lawbreaker and union buster at the event. Rep. DeFazio said Hebblethwaite's potential appearance “puts a stain on the reputation of Interferry's conference. Employers like that have no place at an Interferry conference, let alone one that is co-hosted by the Washington State Ferries and takes place in the United States.” He added that inviting the CEO to speak on its Power and People panel was “an insult to all seafarers.”

HALLS, OFFICES CLOSED ON MONDAY TO HONOR COLUMBUS, INDIGENOUS PEOPLES

M.E.B.A. halls and offices will be closed on Monday Oct. 10 in observance of Columbus Day and the original Admiral of the Ocean Seas - Christopher Columbus. Christopher Columbus has been described as a visionary who opened up the New World and conversely as a greedy imperialist who engaged in slave trading, genocide and stealing Indian land.

Though he never set foot in North America, his celebrated voyages brought him to the Caribbean, Central and South America leading the way to European colonization and ushering in a new era of globalization. In some states, the barbarism of the Columbus explorations prompted them to redub the federal holiday. A small number of states, as well as Washington D.C., changed Columbus Day to either “Native American Day” or “Indigenous Peoples’ Day.” Whatever you choose to celebrate on Monday, have a terrific day and a long weekend!

PERMANENT CMES DIRECTOR SOUGHT

M.E.B.A. Trustees have begun the search for the next permanent Director of the Calhoun M.E.B.A. Engineering School. Longtime School Director Chuck Eser retired from the post in May. Since then, the School’s Deputy Director Bryan Jennings has served as Interim Director.

The CMES is seeking a highly qualified, innovative, and motivated leader who can build upon the School’s successful track record and strong reputation. The School Director oversees the day-to-day operations of the School and programs in such a way as to ensure that the CMES maintains and builds on its reputation in the industry and the Department of Defense. They are looking for an innovative thinker and action-oriented individual to develop and implement a plan for high-quality educational programs that will enhance CMES’s visibility, reputation and meet the needs of an evolving industry. In addition, the School Director serves as an enthusiastic and engaged ambassador, articulating, and communicating CMES’ vision and mission to a wide range of maritime industry audiences and stakeholders. The School Director will host meetings and conferences that deal with the future of the maritime industry. Qualifications sought include strong executive leadership; high energy, political astuteness; and outstanding interpersonal and communications skills. Those interested should email a cover letter and resume to mebaschool@tmg-dc.com

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

Friday, October 7 – Honolulu@1100.

Monday, November 7 – Boston@1200; Seattle (Fife)@1300.

Tuesday, November 8 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

Wednesday, November 9 – Jacksonville@1300; New Orleans@1315; **Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing mebahq@mebaunion.org**

Thurs. November 10 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

Friday, November 11 – Halls Closed – Veterans Day

Monday, November 14 – 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.*