

# 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 ENTRY INTO U.S.-FLAG FLEET BRINGS IN M.E.B.A. JOBS**

M.E.B.A. engine officers will crew up a new entry into the U.S.-flag fleet after one of our contracted companies was chosen as the ship manager following a Military Sealift Command bid award.

Back in May, Boca Raton, Florida-based Federated Maritime LLC won a bid to provide ongoing fuel transportation services to MSC. The company sub-contracted with Patriot Contract Services to manage the ALLIED PACIFIC, the Chemical/Oil tanker that will perform the work. The vessel was formerly known as the CELSIUS RIGA (ex-ALPINE LOYALTY), built in South Korea in 2010. It had previously been sailing under the flag of the Marshall Islands.

The contract includes a 12-month base period with three one-year option periods, and one 11-month option period. The work will be performed in Hawaii with the expectation of additional worldwide possibilities stretching into 2028 if all options are exercised.

## **OUTPOURING OF SUPPORT FOR AFFILIATE FUND FOLLOWING SENSELESS MURDER**

There has been an outpouring of grief and support after a member of the M.E.B.A.-affiliated Association for Los Angeles Deputy Sheriffs (ALADS) was senselessly murdered last weekend in an incident that grabbed national headlines.

Deputy Sheriff Ryan Clinkunbroomer was on the job in his patrol car in Palmsdale, CA on Sunday when he was gunned down at close range. A suspect was taken into custody a day later after initially barricading himself in his residence. Allegedly, the 29-year-old suspect is dealing with schizophrenia, but no apparent motive for the senseless murder has yet to be offered.

ALADS is the certified bargaining unit for deputy sheriffs and district attorney investigators working in California's L.A. County. One of the largest and most powerful law enforcement associations in the Western United States, ALADS has been an M.E.B.A. affiliate since April 1983.

The 30-year-old Clinkunbroomer was a third-generation L.A. County Deputy Sheriff, who got engaged to be married only four-days earlier. ALADS Vice President Richard Pippin noted, "Deputy

Ryan Clinkunbroomer made the ultimate sacrifice while responding to the call of duty to safeguard our community. This devastating loss should remind everyone of our law enforcement officers' unwavering dedication and selflessness, whether on or off duty."

An ALADS foundation is assisting the family of Deputy Clinkunbroomer and help is appreciated. You can support the ALADS C.A.R.E.S. (Cops and Relatives Emergency Support) Foundation at <https://alads.org/aladscare> ALADS announced that all donations to the fund through October 17 will go directly to the slain deputy's family.

### **M.E.B.A. CHIEF, CREW ON NOAA SHIP TO BE HONORED**

Chief Marine Engineer Colin Davis will be in the nation's capital next month to accept a Commerce Department award on behalf of the crew of his vessel, the REUBEN LASKER.

The LASKER is one of the National Oceanic and Atmospheric Administration fleet's fisheries survey vessels. M.E.B.A. represents engine officers aboard the 15 NOAA research vessels that conduct a variety of scientific missions.

The Commerce Department will host its 2023 Awards Ceremony on October 18<sup>th</sup>, in Washington DC to honor those within the Department who have gone above and beyond to advance energy efficiency, environmental stewardship, and sustainability.

Chief Davis and the LASKER crew were singled out for reducing greenhouse gas emissions on the LASKER "through comprehensive and collaborative energy management - such as using efficient onboard ship generators, reducing ship speeds when possible, changing onboard lighting systems to more efficient options, regulating power consumption through automation, repairing refrigeration and energy leaks, and better maintaining scientific freezers - impacting nearly every aspect of ship operations."

NOAA's Deputy Director for the Office of Marine and Aviation Operations Rear Admiral Chad Cary noted that Chief Davis "continues to do great work for NOAA and we are very happy to have him on the team."

### **M.E.B.A. EVP APPOINTED TO USMMA BOARD OF VISITORS**

M.E.B.A.'s Executive V.P. Claudia Cimini was one of eight recent Presidential appointees to the United States Merchant Marine Academy "Board of Visitors," an honor announced late last week.

The Board of Visitors provides independent advice and recommendations to the President, Transportation Secretary and Congress on Academy issues related to morale, discipline, curriculum, instruction, physical equipment and fiscal affairs among other matters. Congratulations Claudia!

### **CBP CLARIFIES LETTER RULING IN RESPONSE TO INDUSTRY JONES ACT CONCERNS**

As reported in last week's *Telex Times*, maritime labor unions, including the M.E.B.A., expressed concerns with a vague Customs and Border Protection (CBP) "letter ruling" that appeared to open the way for foreign-flag interests to circumvent the Jones Act in the U.S. Outer Continental Shelf (OCS). Now, in response to an industry letter asking CBP to reconsider, Customs has issued a

modification of its ruling clarifying that non-Jones Act vessels still are subject to the coastwise statute.

The CBP ruling originally said that, in certain cases, a foreign vessel can onload monopile foundations (used for offshore wind turbines) from a U.S. port and deliver them to multiple installation sites “in the vicinity” without violating the Jones Act. The modification makes it clear that such movement by foreign vessels would violate the Jones Act.

Also in response to industry concerns, CBP modified its ruling to make it clear that a foreign vessel’s anchoring at an installation site to aid its monopile installation activity would violate the Jones Act.

The joint letter questioning the original CBP letter ruling was sent by the M.E.B.A., AMO, MM&P, SIU, MTD and TTD on behalf of the American Maritime Partnership.

Letter signatories are pleased with the CBP’s clarification that ensures the integrity of the Jones Act in these specific areas. Both the industry letter and the CBP’s subsequent modification – have been posted on the M.E.B.A. homepage available at [www.mebaunion.org](http://www.mebaunion.org)

### **BILL WOULD CLOSE FEDERAL AGENCY JONES ACT LOOPHOLES**

U.S.-flag shipping champion Congressman John Garamendi (D-CA-3) has reintroduced legislation that would close loopholes used by federal agencies to circumvent the Jones Act. Rep. Garamendi says his bill, the “Close Agency Loopholes to the Jones Act,” - would end over 50 years of loopholes that disadvantage American workers - known as “letter rulings.” The legislation would repeal all the anti-Jones Act decisions made by U.S. Customs and Border Protection since 1972.

Congressman Garamendi is chairman of the House Armed Services Subcommittee on Readiness and a senior member of the Transportation and Infrastructure Committee.

Rep Garamendi said for the last 50 years, “Congress has stood on the sidelines while federal regulators made bad decisions that erode crucial protections for the American worker. 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. Sadly, it has largely enabled it instead.”

“This stops today,” he noted. “My ‘Closing Agency Loopholes to the Jones Act’ would finally force federal regulators to 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,” Congressman Garamendi continued.

Among many other provisions, the legislation would: Close the “vessel equipment,” “lifting operations,” and “installation vessel” loopholes, thereby preventing vessels with cranes and similar equipment from moving building materials into place to construct offshore energy development in the United States’ Exclusive Economic Zone at sea from skirting the Jones Act; Close the “paid out, not unladen” loophole, thereby preventing vessels transporting and installing undersea cable between the mainland United States and fixed points like offshore platforms on the Outer Continental Shelf from skirting the Jones Act; Close the “decommissioning” loophole, thereby preventing vessels decommissioning offshore platforms on the Outer Continental Shelf from

skirting the Jones Act; Allow Jones Act operators to appeal decisions—known as “letter rulings”—by U.S. Customs and Border Protection that undermine the Jones Act; and subject Customs and Border Protection’s enforcement of the Jones Act to the Congressional Review Act, which applies to nearly all other major national policy and regulatory decisions at federal agencies.

### **FOOD AID BILL EMPHASIZING USE OF U.S. FARMERS, MARINERS INTRODUCED IN SENATE**

Bi-partisan Food Aid legislation that would emphasize the role of U.S. farmers and American mariners was introduced in the Senate this week, months after a companion bill was introduced in the House. The “American Farmers Feed the World Act of 2023,” reinstates the original intent of the Food for Peace program and ensures that U.S. taxpayer dollars will be directed towards purchasing food from domestic sources rather than from international competitors.

Specifically, the legislation aims to protect at least 50% of the budget for acquiring U.S.-grown commodities and delivering them to the destination country. It also mandates that the U.S. Agency for International Development (USAID) report all program implementations and budget details to Congress to enhance accountability.

Food for Peace has proven to be the most successful international food aid program in the world providing transparency and reliability while lending crucial support to vital U.S. agriculture and maritime jobs. However, through the years, some opponents have called for elimination of the U.S.-flag cargo preference component to transform it into more of a cash-based system. The drastic reduction of cargoes for U.S.-flag shipping and the lowering of the food aid cargo preference level from 75% to 50% in 2012 helped facilitate a precipitous reduction in the internationally-trading U.S.-flag fleet as ships flagged out from the Stars and Stripes. The subsequent erosion of the mariner pool will continue to complicate the nation’s ability to fulfill DOD sealift requirements.

Senators Mike Braun (R-IN), Jon Tester (D-MT), Roger Marshall (R-KS) and Pete Ricketts (R-NE) introduced the bill in the Senate. The House bill is headed up by U.S. Representatives Tracey Mann (R-KS), John Garamendi (D-CA), Rick Crawford (R-AR) and Jimmy Panetta (D-CA).

Commenting on his support for the bill, American Maritime Congress President Fair Kim noted, “For centuries, the U.S. flag commercial shipping fleet has proudly flown the Stars and Stripes throughout the world: a bold symbol of our nation’s values of equality, independence, and compassion. Those values are no better demonstrated than through a Food Aid program that ships the bounty of America’s heartland to those most in need across the globe. The [bill] ensures that our country’s generosity continues intact – grown by the American Farmer and shipped by the American Mariner – in the fight to end world hunger.”

### **HAVE A VERY UNION OKTOBERFEST**

It’s still September, but officially it is already “Oktoberfest” the onset of worldwide celebrations paralleling the annual two-week festival held in Munich, Germany (Sept. 16-Oct. 3 this year). It’s a festive time of delicious beer, pretzels, bratwurst, and more. Now you can make your Oktoberfest a union-made one with the exclusive shopping list from Labor 411:

*Seasonal Biers* - Goose Island Oktoberfest (IBT); Leinenkugel’s Oktoberfest (UAW, IUOE, IBT); Mad River Brewer’s Secret (IAM); Samuel Adams Octoberfest (IBT, IUOE, SEIU); Schell’s

Oktoberfest (USW); Shock Top Pumpkin Wheat (IAM, IUOE, IBT); Stegmaier Oktoberfest (IUOE). There are so many more union beers! Visit <https://www.unionplus.org/blog/union-made/union-made-beer> to see the entire list. **Bratwurst** - Boar's Head (UFCW, IBT); Koegel's (IBT); Wenzel's (IBT). **Sauerkraut** - Thumann's (UFCW); Claussen (UFCW); Vlastic (IBT). **Pretzels** - Rold Gold (BCTGM, IBT); Snyder of Berlin (UFCW, IBT). **Mustard** - French's (IBT); Gulden's (UFCW); Heinz (IBT, UFCW); Thumann's (UFCW).

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

Monday, October 2 – Boston@1200; Seattle (Fife)@1300.

Tuesday, October 3 – CMES@1430; Charleston@1400; Houston@1315; Oakland@1230.

Wednesday, October 4 – Jacksonville@1300; New Orleans@1315; Online HQ “Town Hall” Meeting@1300 (No Voting) – Register by emailing [mebahq@mebaunion.org](mailto:mebahq@mebaunion.org)

Thursday, October 5 – L.A. (San Pedro)@1230; NY/NJ@1300; Norfolk@1300; Tampa@1300.

Friday, October 6 – 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](mailto: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](mailto:marco@mebaunion.org) Visit us on Facebook, follow us on Twitter and check us out on Instagram.*