

M.E.B.A.

# MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)  
3rd Quarter 2015



# That's the Spirit!

*Keystone, ASM/Patriot*

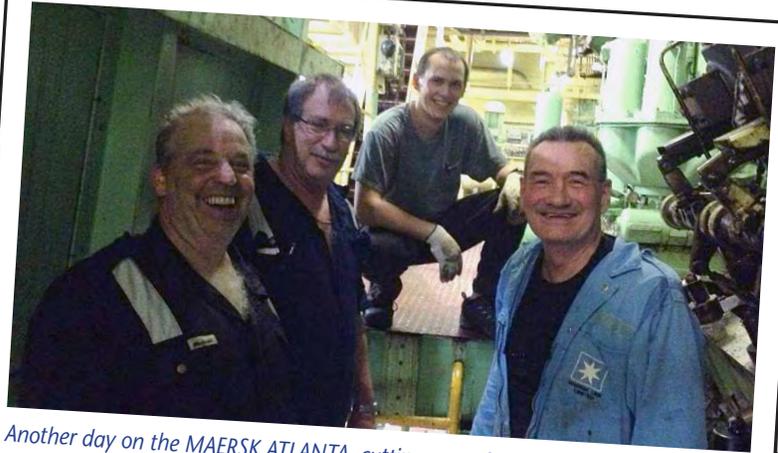
*Return to the Commercial Trades*



## Faces around the Fleet



*C/E Tim Burchfield had just enough time to smile for shutterbug Erin Bertram (Houston Branch Agent) before getting back to overseeing important operations onboard the MAERSK DENVER. The vessel is a containership managed by Maersk Line, Ltd that is enrolled in the Maritime Security Program.*



*Another day on the MAERSK ATLANTA, cutting out a fuel pump in the Red Sea. From left to right are 1st A/E Bob Walker, C/E Mike Ryan, 3rd A/E Clay Fulk and 2nd A/E Gary Triguero.*



*Former Alaska Marine Highway System engineer and dispatcher Gene Christian took this great shot of the M/V KENNICOTT at Vigor Industrial's Ketchikan, Alaska yard.*

The EL FARO sinking (ex-NORTHERN LIGHTS, ex-SS PUERTO RICO) was breaking news as this issue went to press. M.E.B.A. members past and present share the grief of this tragedy with our fellow mariners and their families at the AMO and SIU.

### On the Cover:

M.E.B.A. contracted companies Keystone Shipping and ASM/Patriot recently made their returns into the commercial trades after years of exclusively managing Government ships. Keystone took over operation of the SEAKAY SPIRIT and ASM/Patriot is managing the molasses/sugar transport vessel MOKU PAHU.

## Marine Officer

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The Marine Engineers' Beneficial Association (M.E.B.A.) is the nation's oldest maritime labor union established in 1875. We represent licensed engine and deck officers aboard seagoing vessels, ferries, LNG and government-contracted ships. Our members also serve on tugs and barges, cruise ships, Great Lakes vessels, drillships and in various capacities in the shoreside industries. In times of military contingency, our members sail into war zones to deliver critical defense cargo to our fighting forces. M.E.B.A.'s expertise and proven track record of readiness, safety and loyalty in answering America's call to action is unrivaled in the world.



# Message from the President

## Union Communications – Union Action, Collective Bargaining Agreements, Plans Action

The importance of communications within our Union cannot be overstated and therefore I believe it is important to clarify how and when pertinent information can be provided to the membership. Looking back at the past year and a half I am confident that the Union administration, elected officials and representatives have made every effort to provide timely information concerning the major issues affecting the membership.

I know when I was sailing there were times I disliked not knowing what was “going on” and thought the Union could be more forthcoming, but I also accepted the fact there were certain realities in our industry. The reality with regard to Union communications is that it is a balancing act to ensure the membership is informed on the most important issues, in a timely manner, while considering the means available to do so and the constraints imposed.

The M.E.B.A. Union and our Plans currently have the following means to communicate with our members:

1. Websites for both the Union and the M.E.B.A. Plans, Twitter and Facebook.
2. Mail communications from both the Union and the M.E.B.A. Plans.
3. Weekly Telex Times – E-mail containing Union, M.E.B.A. Plans and industry news.
4. Quarterly Union Marine Officer magazine.
5. Union hall-posted communications via All Ports Bulletins (APBs)
6. Union hall District Executive Committee (DEC) or Headquarters’ communications.
7. Union hall Monthly Meetings and Meeting Packet information.
8. Union Hall, Headquarters and Plans telephone/e-mail communication access.
9. Personal communications with Union officials, representatives and employees.
10. Member and vessel e-mail communications.

Our membership is spread across the U.S. and beyond, if you consider those onboard ship and some living overseas. There are always numerous membership requests for information via e-mail from onboard ship. Unfortunately it is not always in the Union’s best interest to allow specific information to be disseminated prior to general release, either via personal or especially employer e-mail.

If specific information is prematurely disseminated, the Union could lose the upper hand or leverage when needed most

during Union actions, contract negotiations, Trustee actions or political actions to name a few. Therefore a certain amount of communication “management” is required by the Union administration in order to perform our due diligence and place our Union in the strongest position going forward.

Additionally, in many cases, information concerning our ongoing issues cannot or should not be disseminated until there is final resolution. Unfortunately before there is final resolution the information that can be provided is usually “thin” and therefore, in many instances, creates more questions than provides answers. A case in point would be the recent sale of Horizon Lines where there was very little information which could be utilized to respond to the many inquiries from our membership, until specific points in the transaction(s) had been reached.

The most transparent means the Union has to provide any confidential information to the entire membership is our monthly Union meetings held around the country and the associated meeting packets, though specific written information must be guarded in case it makes its way beyond the membership. Because of this we encourage members to attend membership meetings as frequently as possible.

Recently we’ve had M.E.B.A. Plans communications regarding changes to our Pension, Medical, Money Purchase Benefit, Training and Vacation Plans. Currently we also have ongoing contract negotiations with numerous employers. Due to these recent and ongoing actions we’ve received a number of e-mail inquiries from concerned members as to the status of our Plans and contract negotiations.

With regard to our Plans, I know as Chairman of the Board that the Trustees can be working on any number of issues, between Trustee meetings, which are not regularly communicated to the membership. When changes to any of our Plans are made through a board vote, they have to be communicated via Plans communications which must be vetted by Plans personnel and legal counsel before being disseminated.

To sum this up, in a perfect world all our members would have access and knowledge to the same information as the administration concerning ongoing issues and would only utilize it in the same manner as the Union administration. The reality is we are not in a perfect world and sometimes information must be used strategically. Therefore it would not be prudent to assume that when members obtain specific confidential information they would necessarily utilize that

*continued*



**President's Message continued**

information in the same manner or for an identical purpose, which would be expected of the District President.

To quote our By-Laws, **ARTICLE SIX, Duties of Officers, Representatives and Other Elected Personnel, Section 1. District President;**

**(h)...Within these limits, he shall strive to enhance the strength, position and prestige of the District.**

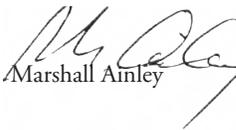
It has always been the case that those in the administration, by virtue of their positions, will have access to more information than the active membership and that administrations do exist for a number of reasons. Unfortunately at any given time all of our members do not have access to all pertinent information and because of this there are those who may not understand specific decisions or strategies without having the information some Union officials are privy to on a regular basis. There are also reasons that decisions are made for the long term benefit of the Union and membership, which cannot be disregarded for short term gain.

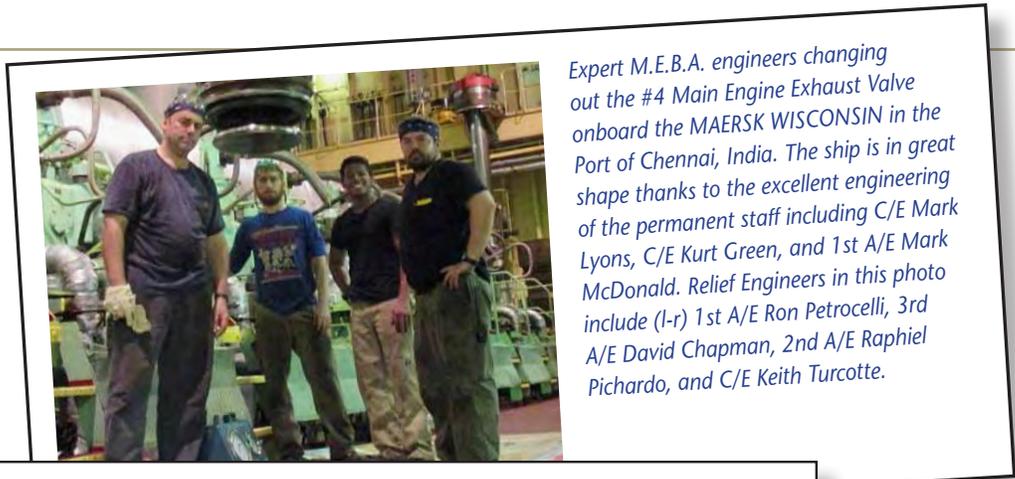
I'll be the first to admit we could always do better, but with the caveat that the Union has limited resources, along with

the fact that priorities change daily. That is by no means an excuse but again a reality. I have mentioned to a number of members in conversation that working for the Union is not too different from working onboard ship, where accomplishment is dictated by resources, priorities and time. If there was a simple fix to allow our membership access to all information they requested in a timely manner, I can assure you it most likely would have been implemented by past administrations.

I would also be remiss not to state that much of the communication issues we've encountered in recent years also has to do with lost trust, confidence and Union politics. The fact is the trust and confidence in any individual or entity has to be earned over time. It would be foolish to assume this state within our Union will somehow disappear overnight, especially considering the number of changes we've had to endure in recent years, but we can certainly make an attempt to expend a unified effort – not to perpetuate it.

Fraternally,

  
Marshall Ainley



*Expert M.E.B.A. engineers changing out the #4 Main Engine Exhaust Valve onboard the MAERSK WISCONSIN in the Port of Chennai, India. The ship is in great shape thanks to the excellent engineering of the permanent staff including C/E Mark Lyons, C/E Kurt Green, and 1st A/E Mark McDonald. Relief Engineers in this photo include (l-r) 1st A/E Ron Petrocelli, 3rd A/E David Chapman, 2nd A/E Raphiel Pichardo, and C/E Keith Turcotte.*



*M.E.B.A. members onboard the Staten Island Ferry JOHN F. KENNEDY on Labor Day. Left to right are Capt. Henry Feeney, Assistant Captain Kevin Busselmyer, Mate Dave Griswold, 1st A/E Phil Tomazic, C/E Mike Reynolds and Mate Jamie Butto.*



# Porthole on Washington

**Matt Dwyer**  
*Political Director, M.E.B.A.*

It is no secret that the U.S. Merchant Marine faces a number of challenges that emanate from wrongheaded or insufficient federal programs and initiatives. Funding is low and partisanship is high in Washington D.C. A host of threats loom on the horizon for the maritime industry.

There exist however a number of opportunities that could create and bolster maritime jobs. As America reconsiders our energy export policies, the M.E.B.A. continues to advocate for a U.S.-flag shipping component. While Congress looks to develop a comprehensive transportation strategy, the M.E.B.A. has educated policymakers on the importance of Short Sea Shipping. Even as Congress tightens its belt in a number of places, there have been meaningful steps taken to bolster the Maritime Security Program. Gloom and doom does not rule the day!

The M.E.B.A. political team works tirelessly to remind our leaders of the importance of a vibrant U.S. Merchant Marine. The most important tool at their disposal is the Political Action Fund (PAF). When M.E.B.A. members contribute, they are promoting the industry, protecting their job, and safeguarding their pension. Unfortunately, in a world of super PACs and nearly unlimited spending, the M.E.B.A. PAF must be bolstered to remain effective.

Some members have expressed interest in learning more about how the PAF operates. Hopefully we can address some of those questions below.

Support for the PAF may only come from M.E.B.A. members, applicants, retirees, and staff. Aside from administrative fees, all expenditures from the PAF go to political campaigns. Further, M.E.B.A. general treasury funds are not used for political purposes. As mandated by the Federal Election Commission, all financial information is publicly available.

Only after careful deliberation by the political team, contributions are made to candidates who have demonstrated a willingness to support the jobs of M.E.B.A. members. The candidate's views on non-maritime issues do not matter.

Their views on abortion and gun rights for instance have nothing to do with your job and pension therefore it is not a factor when considering PAF contributions. The candidate's political party does not matter - so far in this Congressional cycle, 40% of contributions have gone to Republicans.

Many organizations keep vote "scorecards" that drive their political process. Since there are very few maritime-specific votes, the M.E.B.A. team considers a number of factors when determining political support. Members of Congress are often in a position to help behind the scenes. Earlier this year, when Senator McCain pushed his wrongheaded attempt to compromise the Jones Act, a number of Senators banded together to ensure that his provision was squashed long before a vote. We also rely on maritime champions to spread the message to their colleagues.

Members of Congress are also in a position to help in more public ways. Speeches and letters provide a great opportunity to express support and raise awareness of what the U.S. maritime industry provides to the economy and our country's national security. When the M.E.B.A. is mentioned in a conversation about the Washington State Ferries for instance, it reminds the public of the safety and security provided by highly trained American mariners.

With increased contributions to the M.E.B.A. PAF, the Union will be able to increase its reach and level of influence through education. Also, PAF contributions help maritime champions win and stay in office. If every M.E.B.A. member and retiree contributed just one dollar a day, the PAF would be able to increase its impact threefold. For the sake of your job and longevity of the U.S. Merchant Marine, please consider beginning or increasing your regular contributions to the PAF.

The M.E.B.A. leadership and political team recognize that transparency is integral to building the PAF. If you have questions about how the PAF works, how money is spent, or how various candidates are chosen, please do not hesitate to reach out.

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## Meeting Schedule

Port	October	November	December
Boston	Mon. 5	Mon. 2	Mon. 7
Calhoun School	Tues. 6	Tues. 3	Tues. 8
Charleston	Tues. 6	Tues. 3	Tues. 8
Honolulu	Fri. 9	Fri. 6	Fri. 11
Houston	Tues. 6	Tues. 3	Tues. 8
Jacksonville	Wed. 7	Wed. 4	Wed. 9
L.A. (Wilmington)	Thurs. 8	Thurs. 5	Thurs. 10
New Orleans	Wed. 7	Wed. 4	Wed. 9
New York (New Jersey)	Thurs. 8	Thurs. 5	Thurs. 10
Norfolk	Thurs. 8	Thurs. 5	Thurs. 10
San Francisco (Oakland)	Tues. 6	Tues. 3	Tues. 8
Seattle	Mon. 5	Mon. 2	Mon. 7
Tampa	Thurs. 8	Thurs. 5	Thurs. 10

# American Maritime Congress Launches Advocacy Outreach Initiatives



As a non-profit research and educational organization, the American Maritime Congress is dedicated to informing the public, media, and our legislators in Washington, DC, about the issues and policies affecting our U.S.-flag vessels and the U.S. merchant mariners who crew them. Whether it's our ships sailing internationally, or our Jones Act domestic fleet, for nearly forty years AMC has been a leading advocate for responsible maritime policy that promotes a level playing field to ensure the viability of the U.S.-flag maritime industry.

AMC regularly takes its message to our nation's capital by meeting with Members of Congress to underscore the vital importance to the United States of U.S.-flagged ships and American civilian mariner jobs in a global economy and for the national security role our fleet and mariners fulfill. AMC is continuously promoting the need for congressional support for federal legislation and policies to ensure that we have the ships and jobs needed to sustain our maritime industry. But, changes made by Congress in food aid cargo preference, reductions in civilian and defense government-impelled cargoes, and global economic forces are eroding the competitive edge of the U.S.-flag maritime industry.

AMC has initiated a broadened outreach program to congressional representatives to improve their awareness of the issues affecting U.S. merchant mariners and U.S.-flagged vessels and to gain legislative support for reforms, efficiencies, and flexibility in federal programs. AMC is working collaboratively with organizations such as the Navy League and the National Defense Industrial Association to organize a series of issue briefings and panel discussions for Members of Congress and staff with maritime industry and labor representatives to collectively unite stakeholders who have a vested interest in the strength and stability of the U.S.-flag maritime industry.

Recently, AMC hosted a congressional staff briefing at the Calhoun M.E.B.A. Engineering School in Easton, Maryland, to better acquaint Capitol Hill staffers with the requirements of 21st century merchant mariner education and training. The event was jointly organized and coordinated by AMC Maritime Policy Director Diane Luensmann and M.E.B.A. Legislative Director Matt Dwyer.

CMES Director Chuck Eser met with senior staff from the U.S. House Committee on Transportation & Infrastructure, Coast Guard and Maritime Transportation Subcommittee



*During their visit, Congressional staffers got a sense of the complexities of our industry related to training and certifications. CMES Director Chuck Eser (l) showed off the bridge simulator to Coast Guard & Maritime Transportation Subcommittee staffers including Legislative Assistant Kevin Rieg (center) and Senior Policy Advisor Bonnie Bruce.*

and provided an overview of the comprehensive training and certificate programs provided by CMES to M.E.B.A. members and other maritime and technical industry professionals.

The congressional staffers, who are legislative policy advisors for key Members of Congress, were briefed on the extensive merchant mariner training necessary to meet or maintain certification requirements of national and international maritime standards for safe operation of waterborne vessels and shoreside equipment and facilities.

The staff toured the CMES campus, visited classrooms, met with faculty members, and enjoyed hands-on experience with one of CMES's state-of-the-art bridge simulators. The visit was capped off with a stop at the M.E.B.A. Merchant Marine Memorial.

In other outreach efforts, AMC advocated for strong support of proposed federal legislation to create a backup global positioning system (GPS). While navigating the world's oceans, it is imperative that our vessels know their exact positions at all times; even the shortest GPS black out period creates an emergency situation. An enhanced long-

*continued*

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## At Anchor: Recent Retirees Shifting into Reduced Operating Status

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Richard C. Colleen

James E. Gilbert

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Dennis J. Haeg

Steven L. Hutchins

John C. Jacoby

Steven D. Jovanovich

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James M. Lipinski

Jay S. Moorhead

James R. Nolan

Joseph M. Olszowy

Patrick G. Owers

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Henry Pryce

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Kemper H. Righter

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Harold W. Storm

Alan Valley

Edward F. Washburn

John F. Whiteley

## AMC continued

range, land-based backup for GPS would secure the safety of U.S. commercial vessels, crews, and their cargoes, and enhance the national security of the United States.

Additionally, AMC is a principal in the USA Maritime coalition effort advocating strong support for the long-term viability of the Maritime Security Program (MSP). Through MSP and its companion programs, Voluntary Intermodal Sealift Agreement/Voluntary Tanker Agreement, the Department of Defense (DOD) gains assured access to 60 militarily-useful U.S.-flag commercial vessels, the U.S. citizen mariners who crew them, and a worldwide logistics network to supply and support American troops deployed around the world in time of war or international emergency. USA Maritime is urging the Administration to support an immediate and long-term increase in authorized MSP funding to ensure the stability and sustainment of this vital national security program.

In the next couple of months, AMC will be introducing a new newsletter – Waypoints – that will be widely distributed to legislators, maritime industry and labor groups, and maritime related associations. The newsletter will feature new and updated information to consistently promote U.S. mariner and maritime industry positions on issues of importance. And, you can expect to see a new and improved AMC website with updated information and improved functionality. Stay tuned!



**AMC welcomed Nautilus Federation Senior Assistant Organizer Danny McGowan (2nd from left) to M.E.B.A. Headquarters during his visit from London. He was in town for a series of international transportation union meetings that help allow unions to work together across borders. M.E.B.A. and MM&P are Nautilus affiliates. Left to right are AMC President Jim Caponiti, Danny McGowan, AMC's Maritime Policy Director Diane Luensmann and MM&P Chief of Staff Klaus Luhta.**

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# Let's Make a Deal! Busy Year for M.E.B.A. Negotiators

Officials and staff at M.E.B.A. Union halls continue to operate at a feverish pace this year as they roll up their sleeves and get down to brass tacks. 2015 has been characterized by a flurry of contract negotiations and reopeners that demand the focus and resources necessary to hammer out the best deal for the membership while reinforcing the structure of the Union. While working within stringent financial limitations, our halls and offices are striving to maintain the accustomed high-level of services that the membership deserves while continuing to fight for our members to reward them with fair pay for a hard day's work.

In all cases, member input drives the negotiations, and rank and file participation in the talks is sought out by Union officials to help further satisfy concerns of members working under the contract. Some of the highlights of recently concluded contracts as well as ongoing negotiations follow:

On the West Coast, overseen by Executive V.P. Adam Vokac, M.E.B.A. is working on a new contract with American President Lines as negotiations continue in Oakland. Along with a rank and file team, we are working in conjunction with the MM&P for the benefit of both memberships.

M.E.B.A. has a new agreement with Black Ball Transport, a deal recently shored up and approved by members in the bargaining unit. The contract covers one vessel, the M/V COHO. The M.E.B.A. represents engineers onboard the 341-foot vessel. The contract went into effect retroactive to March of this year and stretches out to February 2019. Members will get the opportunity to improve wages and benefit contributions for the remaining years of the contract following a built-in reopener in 2017.



**Washington State Governor Jay Inslee put his signature on an agreement covering M.E.B.A. engineers and our unlicensed mariners sailing in the Washington State Ferry fleet. In addition to wage hikes, the CBA brings additional vacation time as well as reimbursement for credential renewals, among other items. At the signing ceremony in Olympia Washington are (l-r) M.E.B.A.'s Chris Schneider, M.E.B.A. WSF Rep. Isaac Seidman, Scott Nicholson (Washington State Labor Relations), Washington State Governor Jay Inslee, M.E.B.A. WSF Rep. (Retired) Bill Knowlton and M.E.B.A.'s Dan Delaney.**

*continued*



**M.E.B.A. is working on a wage and benefit reopener for the LIBERTY PRIDE and LIBERTY PROMISE with rank and file assistance. LIBERTY PRIDE members are seen in this photo in the engine control room. Left to right are 2nd A/E Tom Trousdell, Third Mate Conrad Harris, 3rd A/E Dave Smith, Third Mate Tim Harley, 2nd A/E George Perkins and 1st A/E Joshua Knowles.**

## Let's Make A Deal continued

On July 29<sup>th</sup>, Patriot Contract Services took over management of the ITB MOKU PAHU from Matson Navigation. It is primarily a molasses transport for Hawaiian Commercial & Sugar Company. The Matson MOKU PAHU shipboard contract was transitioned with no changes. An additional Port Engineer billet with PCS to cover this vessel as well as the SLNC PAX was negotiated and finalized.

Recently, a new Collective Bargaining Agreement was signed into effect that covers our engineers and unlicensed members sailing in the Washington State Ferry fleet until 2017. They will receive wage increases and additional vacation time as well as maintenance & cure upgrades. In addition, the CBA nets penalty pay improvements, increases in holiday pay when off the vessel and credential renewal (MMC/TWIC) reimbursement. Training contributions also received a bump. The CBA took effect on July 1.

After extended negotiations, completion of a new three-year contract covering members sailing in the Alaska Marine Highway System is still being finalized. The contract will have wage increases and will boost training contributions, among other items. Once concluded, the Union will send out final language to bargaining unit members for ratification.

In the Gulf, jurisdiction of Gulf Coast V.P. Phil Sistrunk, M.E.B.A. is gearing up for wage and benefit reopeners with OSG, Liberty Maritime as well as Waterman and Central Gulf.

The Union recently finalized a reopener with Miami-based GFC Cranes. The agreement netted salary increases and additional training and medical contributions

The Marine Transport Lines/Hapag contract is the lone deep-sea master agreement on tap for bargaining this year. That's because the lion's share of our deep-sea agreements were extended as part of the modified Pension Plan regulations that went into effect in 2012. Most of the negotiations will focus on reopeners and securing wage and benefit increases along with increased Plan contributions to keep step with the cost of living and modern day realities. Helping to fuel the bevy of reopeners this year was the need to time them with the expiration of the existing 10-year authorization of the Maritime Security Program which expired on September 15,



***Dues paying members in the NOAA fleet recently approved a newly negotiated CBA with NOAA following a 30-day online vote. M.E.B.A. engineers aboard the NOAA ship NANCY FOSTER are seen in this photo. They were performing swath bathymetry (depth measurement) in Long Island Sound. Left to right are C/E Tim Olsen, 1st A/E Matt Lagor, 2nd A/E Carlito Delapena, 3rd A/E Jamison Grinnell, UJE Joe Clark & Wiper Kenny Pangburn.***

2015. In 2012, Congress renewed the Program by another ten-years which authorizes the MSP until September 30, 2025. The new incarnation of the MSP began in October 2015.

On the East Coast, under the purview of Atlantic Coast V.P. Chris Guerra, two-year extension agreements for E-Ships and M-Ships have been formalized and signed. The agreements incorporate terms finalized in the 2014 Maersk Line MOU as a result of the 2012 contract extension offer.

A new contract is on the verge of being finalized for tug members in the DMC Marine (Donjon) bargaining unit. A pension issue was still being ironed out at press time but it appears DMC members will be receiving a wage increase and COLA bumps in the three-year agreement.

M.E.B.A. members sailing aboard the Cape May-Lewes Ferry for the Delaware River and Bay Authority have been without a contract for three full years now thanks to the unwelcome intervention of New Jersey Gov. Chris Christie who vetoed a tentative contract calling for modest pay increases. Since then, talks have plodded along at a turtle's pace with the DRBA. M.E.B.A. is pushing ahead in negotiations as part of a bargaining coalition with the Operating Engineers Local 542 and the Fraternal Order of Police.

M.E.B.A. is closing in on a new deal with ship repair unit ACME Industrial, which is owned and operated by an M.E.B.A. member. A new three-year agreement is being finalized.

It appears New York City Mayor Bill de Blasio is following through on his campaign promise to improve the transportation network of New York City as plans have been announced for an increase in service at the M.E.B.A.-crewed

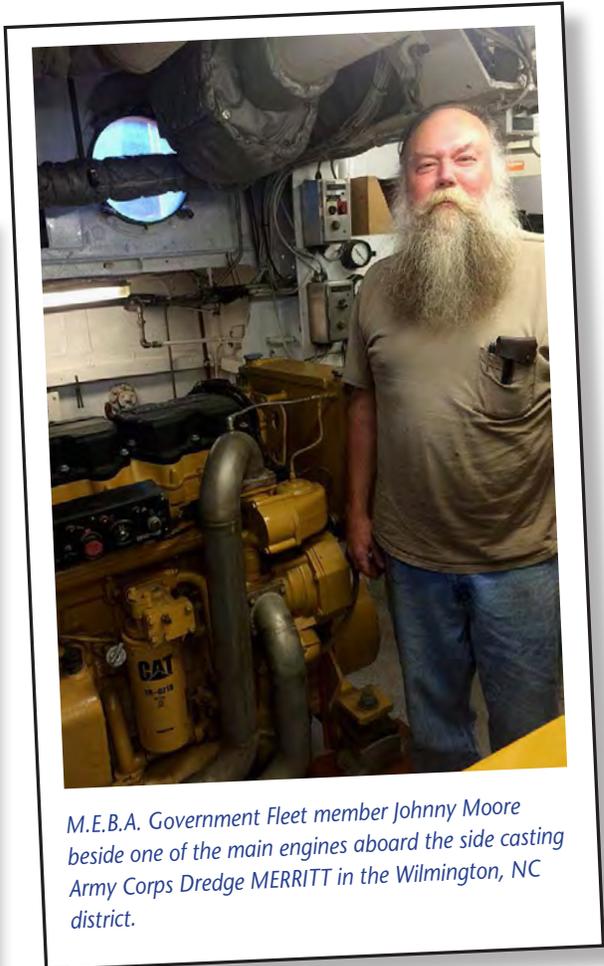
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## Faces around the Fleet



*Aboard the MLL-managed MAERSK COLUMBUS are (l-r) 2nd A/E Keegan Irvine, 3rd A/E Marcus Crumpton, C/E Greg Johnson and 1st A/E Chris Swift who is seated. They were at the Port of Houston's Bayport Cruise Terminal.*



*M.E.B.A. Government Fleet member Johnny Moore beside one of the main engines aboard the side casting Army Corps Dredge MERRITT in the Wilmington, NC district.*

### Let's Make A Deal continued

Staten Island Ferry. This should translate into new jobs on the ferry estimated to be in the neighborhood of 20 new billets.

In the process, there was much debate as to whether or not to privatize the new service or utilize the existing NYC-Department of Transportation union-crewed vessels. Proposals made to the Mayor's office by Ferry Director Jim Desimone convinced the Mayor of the cost efficiency and dependability of the present DOT union-staffed vessels. The increased service will see additional runs added to weekday morning service and weekend after-hour service.

In the Government fleet arena, the extended process for the award of the Maritime Administration's Ready Reserve Force

(RRF) Ship Manager contracts continues. The Tripartite unions (M.E.B.A., MM&P & AMO) have reached accord and are waiting for terms to be accepted. Under a Tripartite pact, all three unions submit the same total labor costs to each of their contracted operators bidding on vessels in the fleet. The current ship managers' agreement was extended as MarAd continues its bid for management of the 46 ship RRF fleet.

In early September, a tentative collective bargaining agreement with the National Oceanic and Atmospheric Administration (NOAA) was heartily endorsed by bargaining unit members following a 30-day online ratification vote. The CBA covers engineers on the 16 vessels in the NOAA fleet.

# Keystone, Patriot Return to Commercial Shipping Arena

Two long-standing M.E.B.A.-contracted companies with stellar records operating Government vessels have reestablished themselves in the commercial shipping arena.

M.E.B.A. deck and engine officers are prowling the SEAKAY SPIRIT, the Suezmax tanker recently brought into the Keystone Shipping fleet. It had been a three-year company hiatus from the commercial sector following the aging-out of the DELAWARE TRADER which was scrapped in 2012. The SEAKAY SPIRIT had been operating as the SIERRA for SeaRiver Maritime but was part of the Keystone fleet many years ago when she was called the SS KENAI. In her new incarnation, the SPIRIT is sailing between the East and Gulf Coasts making stops at oil refinery ports.

American Ship Management/Patriot spent a full decade concentrated on Government ships. They last oversaw operations on the commercial side back in 2005 when they managed the C-10 and C-11 vessels for American President Lines.

But through a collaboration with vessel owner Hawaiian Sugar and Transportation Cooperative along with former manager Matson Navigation, ASM/Patriot assumed operation of the Integrated Tug/Barge MOKU PAHU. The vessel is primarily used for molasses/sugar transport.

Since the vessel transitioned between M.E.B.A./MM&P contracted companies, the MOKU PAHU shipboard contract was transferred with no changes. M.E.B.A. does pick up an additional job though. A new Port Engineer billet with Patriot was created that will be used to cover both the MOKU PAHU as well as the Patriot-managed government chemical tanker SLNC PAX.



*The SEAKAY SPIRIT sails through the Strait of Magellan toward the rainbow to claim the pot of gold. SPIRIT Master Mike Donovan forwarded this great shot.*



*M.E.B.A. deck officers on the bridge of the SEAKAY SPIRIT. Left to right are Chief Mate Tom Molnar, Third Mate Martin Heidt, Captain Cal Chapman and Third Mate Irene Mason.*

*American Ship Management LLC, the commercial arm of Patriot Contract Services, recently took over management of the Integrated Tug/Barge MOKU PAHU (on the starboard side of the photo). The M.E.B.A./MM&P officers*



*aboard made the transition unaffected and an additional Port Engineer billet was created. The company issued welcomes to Captains Lou Terramorse and Chris Johnsen, and Chief Engineers Tim Bowling and Seth Warner as well as the rest of the crew aboard. The MATSONIA is on the port side of the picture. The vessels are seen at the Howard Terminal in Oakland, CA.*

# The Finest Hours: Upcoming Film Tells Tale of Storm-Torn T-2 Tankers

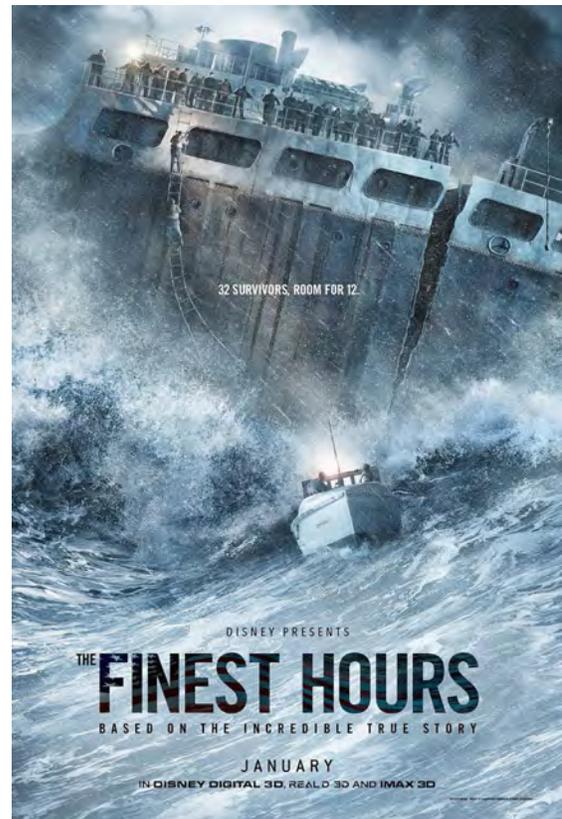
A Disney film due for release in January will relate the mindboggling true events surrounding a horrific storm in 1952 that tore a pair of tankers in half. Only brilliant seamanship coupled with one of the most hallowed small boat rescues in Coast Guard history prevented all hands from taking residence in Davy Jones locker. The film was adapted from a 2009 book co-authored by Michael Tougias and Casey Sherman entitled *The Finest Hours: The True Story of the U.S. Coast Guard's Most Daring Sea Rescue*. Directed by Craig Gillespie, the film adaptation of the book is called *The Finest Hours* and stars Chris Pine, Casey Affleck, Holliday Grainger and Eric Bana, among others. It is set for U.S. release on January 29, 2016.

M.E.B.A. members crewed both the SS FORT MERCER (Trinidad Corp.) and the SS PENDLETON (National Bulk Carriers), T-2 tankers storm-tossed by the violent Nor'easter that raged off Cape Cod, MA in February 1952.

Laden with kerosene and heating oil from Baton Rouge and bound for Boston, the PENDLETON split at 5:50 a.m. on February 18 after being battered by 70-knot winds and near 80-foot waves. M.E.B.A. Chief Engineer Raymond Sybert said he "heard a terrific noise, sort of like an explosion" about 15 hours after the storm began to stir. A few minutes later the ship ripped apart. It happened too quickly for the radio officer to dash off an SOS.

The Captain and seven other men on the PENDLETON's ill-fated bow section were doomed. Power on their half of the ship went dead and they drifted south helplessly. The bow would ground on Pollock Rip Shoal and torrential waves agonizingly smashed into the hulk and plucked away the last crewman spotted alive by horrified onlookers. The ongoing storm persistently beat back rescue attempts. Seven men of the PENDLETON bow had been swallowed by the seas. The eighth was later found frozen in a ship compartment cocooned in newspaper unable to beat the chill.

Machinery and lighting on the stern section were still operational and Chief Sybert took command of the remaining crew and the ravaged ruins of the ship. As the stern section drifted south with a slight port list, the crew gathered flares and smoke pots from the lifeboats but discovered that most were defective. M.E.B.A.'s *American Marine Engineer* (the precursor to the *Marine Officer*) reported that Chief Sybert kept "kicking" the engines astern to prevent grounding the vessel on a sandbar off Chatham, MA that could have spelled disaster. But the worrying list of the stern became ever more pronounced, and with their half of the vessel taking a terrible beating, the Chief decided their only choice was to beach on the sandbar. They



*This should be an exciting film. It hits theaters in late January 2016. (Photo courtesy of Walt Disney Studios).*

accomplished the feat without further toll on the remaining crew. Sea conditions defied Coast Guard attempts to board the beached stern section for almost a week but ultimately, in a heroic and daring operation that many considered a suicide mission, a Coast Guard team aboard rescue boat CG-36500 was able to extract the crew members from the broken shell of the ship stranded on the sandbar. 32 of 33 crewmembers survived from the stern section. Nine in all perished from the PENDLETON.

The FORT MERCER was also loaded up with kerosene and fuel oil and was sailing from Norco, Louisiana bound for Portland, Maine. At 8 a.m. on February 18, the ship cracked near the #5 cargo tank. Despite a succession of worrisome pops and cracks over the next several hours, the ship stayed intact until around 12 noon when it finally snapped in half. A crewmember told the *New York Times*, "It happened like that - there was a noise as though a ship had rammed us. Then she lifted out of the water like an elevator. She gave two jumps. And when she'd done that, she tore away."

*continued*



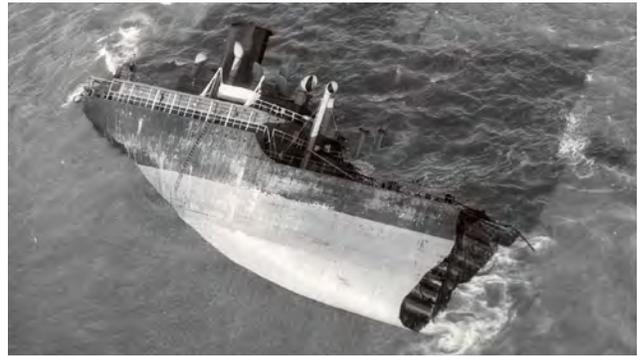


**Coast Guard crewmen from the YAKUTAT pulling in the last two survivors in a rubber boat from the bow section of the FORT MERCER. The tanker sank into the chilly waters 20 minutes later. (Photo courtesy of USCG).**

After the sickening split on the FORT MERCER, nine crewmembers were trapped on the bow section which was partially submerged. Five of them met their fates, but four others, including the Captain, found salvation after another staggering Coast Guard rescue mission. 34 men remained on the stern which was floating free. M.E.B.A. Chief Engineer Jesse Bushnell took control and rallied the stricken crew. The engineers were able to maintain control and narrowly avoided a collision with the bow section as the relentless sea did them no favors. The Coast Guard again mounted a rescue mission and 21 shivering and grateful mariners were offloaded to the three cutters on scene – the *Eastwind*, the *Acushnet*, and the *Yakutat*. But 13 men chose to stay with the stern including the M.E.B.A. officers. The stern half of the vessel floated free and drifted southwestward for several days. The *New York Times* reported that, “The ‘stay-putters’ had light and heat because the boilers and almost all the ship’s machinery were in that section. There was plenty of food in the galley.” The broken stern half of the ship drifted 40 miles away from the bow and eventually hooked up with a pair of salvage tugs which took it in tow to Newport, R.I. Chief Bushnell said, “It was the worst storm I have ever experienced. I am sure any ship would have broken in two in such freakish weather.”



**The Treasury Department would honor over 20 U.S. Coast Guardsmen who helped rescue 70 men from the PENDLETON and the FORT MERCER. Four members of Coast Guard Motor Lifeboat CG-36500, who helped recover the crew from the stern of the PENDLETON, were singled out for the Gold Lifesaving Medal for ‘extreme and heroic daring.’ It is still widely considered as the greatest small boat rescue in Coast Guard history. In the photo, the gold medal CG-36500 crew decompresses at the Coast Guard station hours after the wild rescue. Left to right are boat pilot Bernard Webber, Engineman Andrew Fitzgerald, Seaman Richard Livesey and Seaman Irving Maske. The Gold Lifesaving Medal was also awarded to Engineman William R. Kiely, Jr. for the rescue of two crewmembers from the FORT MERCER bow. (Photo courtesy of Cape Cod Community College).**



**The stern of the PENDLETON beached on a sandbar where a Coast Guard rescue effort was able to recover 31 of 32 crewmembers on that half of the ship. (Photo courtesy of USCG).**

The bow of the PENDLETON was sold for scrap. But while being towed, a section of the ship got snagged and tore away on the Pollock Rip Shoals near Chatham, Massachusetts where it rests today. The stern of the ship lies twisted and scattered near Chatham, 1 mile east of Monomoy Island. It remains a popular dive spot. Soon after the incident, the FORT MERCER’s bow was blasted into a watery grave by Coast Guard guns after determining it was a hazard to navigation. The ship’s owners later attached a new bow to the stern section of the MERCER and the vessel was rechristened as the SAN JACINTO. That ship continued the MERCER curse when an explosion a dozen years later blew the vessel in half off the east coast of Virginia. The remains of that ship were then crafted into two new vessels – the SEATRIN MARYLAND and the PASADENA – ships that continued operation without the drama or frightful ordeals endured by their predecessors.



**Survivors from the PENDLETON’s stern section at the end of their ordeal getting ready to go ashore. (Photo courtesy of USCG).**

# CMES Shows the Ropes to the Mariners of Tomorrow

Another successful installment of M.E.B.A.'s Cadet-Internship Program in August allowed 74 budding young mariners interested in a future shipping career to dip their toes in the water. The three-week summer training program hosted by the Calhoun M.E.B.A. Engineering School draws in some of the finest talent at the maritime academies around the country and gives them a porthole into how to translate their skills and schooling into a lucrative future.

The program continues to serve as an effective recruiting tool for future M.E.B.A. members and helps kickstart their careers. Cadet-interns who took advantage of the 2015 program represented students at six of the seven maritime academies: 31 from Massachusetts Maritime, 19 from California Maritime, 10 each from SUNY and Kings Point, 3 from Great Lakes Maritime and 1 from Texas A&M Maritime. Maine Maritime's summer training cruise schedule precluded participation by its cadets.



*Cadet-Interns in the CMES Machine Shop doing proficiency testing. At left is Elliot Ballard, a California Maritime Academy cadet along with Mass Maritime cadet Heather Castro.*

*continued*



*Intern Group A from the three-week summer program. From left to right are Holland Carmichael, Elliot Ballard, Alexander Baird, Heather Castro, Alexandria Barrett, Ken Sheffler, Andrew Price, David Burgos, James Belbin and Nat Ades.*



*The enthusiastic Intern Group D in the Sulzer diesel lab. Left to right are Patricia Ormond, Kimberly Moss, Randi Martins, Conner McDonald, Shekinah "Sky" Peredo, Evin McNeil, Gregory Mills, Michael Stapelton and Michael McGrath.*

CMES Director Chuck Eser played host to an eager group of go-getters who made the most of their three-week stay at the School absorbing skills and knowledge learned in a series of Coast Guard and Military Sealift Command-approved courses during the day. In addition, they were provided opportunities in the evening to attempt Maersk/Horizon proficiency testing.

USCG courses offered to cadet-interns included Marine Electric Propulsion (MEP), High Voltage Safety (HVS), Vessel Security Officer (VSO), Crowd and Crisis Management. The MSC courses are Damage Control, CBRD, Civilian Mariner Engineering Officer (CMEO), and Small Arms. Many of the students multi-tasked by simultaneously working on Sea Projects for their Academy-related cadet shipping and training ship summer programs.

Many of these next generation mariners have already made application with the Union. Polite, respectful, and well-behaved, the cadets proved to be great ambassadors for their respective academies and brought an energy and enthusiasm that was exhilarating to CMES Instructors and staff. Most

of all, though, cadets were extremely appreciative for this great opportunity to experience what the M.E.B.A. has to offer; and to understand how it continues to support the membership throughout their careers.



*Kings Pointer Gregory Potemkin is one of the 74 cadets who took part in the CMES three-week Cadet Internship program.*



*Intern Group B in Instructor Ernie Clements' Diesel Lab. Left to right are Jayson Garcia, Liam Fitton, Jenny Chen, Henry Sosa-Fuentes, Brandon Deal, John Siemer, Eamonn Egan and Bobby Denver.*



*Cadet-Interns learned about how the M.E.B.A. can provide excellent shipping career opportunities for them. Holland Carmichael, a Kings Point cadet, is seen here with a lathe in the Machine Shop.*



*Intern Group C got some schooling at Instructor Ernie's Clement's Sulzer diesel lab. From left to right are Johnathan Kipp, David Silva, Mathew "Koop" Kupiec, Colin Lucas and Thomas Lynch.*



*Intern Group E. From left to right are Maersk Diesel Engineering Proficiency Exam Valedictorian Matthew Somogyi, Christopher Reed, Gregory Potemken, Tomas Sanchez, Kurt Rainville, Max Smith and Robert Queisser.*



**Faces around the Fleet**



*Engineers onboard the Matson ship HORIZON ANCHORAGE on their way to Tacoma, WA from Kodiak, AK. From left to right are Maine Maritime Engine Cadet Garret Lear, 2nd A/E Austin Kilmer-Morris, Chief Engineer Jeff Engel, 1st A/E Ross Wilkinson and 3rd A/E Lee Vogel.*



*3rd A/E Ashley Busenga and 2nd A/E Michael Schindler pause from a busy schedule aboard the APL PHILIPPINES in June. Both had just boarded for 90 day rotary assignments.*

# STCW Cheat Sheet

As members know, the implementation of the 2010 STCW Manila Amendments requires mariners, primarily those sailing on near coastal and foreign voyages, to be in compliance with a new regime of training and assessments. The deadline for compliance has been set as Jan. 1, 2017. If the new training is not documented in your MMC by that date, your license will not be valid to sail on a foreign voyage after Jan. 1, 2017. As always, with continued policy updates, the Coast Guard's National Maritime Center is the definitive authority on the STCW implementation. The NMC website can be accessed at [www.uscg.mil/nmc/](http://www.uscg.mil/nmc/) and they can be emailed at [iasknmc@uscg.mil](mailto:iasknmc@uscg.mil).

## Courses to Be Completed by Jan. 1, 2017

### MANAGEMENT LEVELS:

#### 1st A/E and Chief Engineer

- Engine Room Resource Management Course (ERM) (if not completed at the operational level).
- Leadership and Management (L&M).
- Management of Electrical and Electronic Control Equipment.

***Note:** The above three courses are also required for 2<sup>nd</sup> A/Es seeking to upgrade their license as well as completion of shipboard assessments found in Enclosure 3 of Coast Guard NVIC 15-14. NVIC assessments that apply to MEECE are part of the CMES two-week MEECE course. All other assessments must be completed on the vessel.*

#### Chief Mate and Master

- ECDIS (Electronic Chart Display and Information Systems).
- Leadership and Management (L&M).

### OPERATIONAL LEVELS:

#### Officer in Charge of an Engineering Watch (OICEW)

- OICEW Levels: Engine Room Resource Management Course (35-hour), and Leadership and Teamwork Skills (8-hour).
- Specific assessments for upgrade endorsements during the transition period.

#### Officer in Charge of a Navigational Watch (OICNW)

- ECDIS (Electronic Chart Display and Information Systems).
- OICNW Operational Level: 8-hour Leadership and Teamworking Skills.
- Specific assessments for upgrade endorsements during the transition period.

***Note:** Additional info governing upgrade endorsements can be found in Enclosure 3 of Coast Guard NVIC 17-14.*

### UNLICENSED ENDORSEMENTS:

***Deck and Engine:** To date, no additional training requirements.*

By January 1, 2017, those who have one year of sea time in the last five years must demonstrate continued competency in BST Fire Fighting, BST Personal Survival and Advanced Fire Fighting. Anyone who does not have one year of sea time in the last five years, but has a current BST and Advanced Fire Fighting endorsement in their MMC can also take the refresher classes. Those who don't have one year of sea time in the last five years and don't have a current valid BST and Advanced Fire Fighting endorsement must retake the entire BST and Advanced Fire Fighting classes. This would include anyone that is bringing their license out of "continuity."



*The Calhoun M.E.B.A. Engineering School is currently offering both the Leadership and Management and the Engine room Resource Management courses. The School also offers a 2-week MEECE course for 3rds and 2nds upgrading to the STCW Management-level and a 1-week MEECE Course for 1sts and Chiefs seeking renewal before 1/1/2017.*

### **New ERM, L&M Online Course, Additional MEECE Courses**

The Calhoun M.E.B.A. Engineering School (CMES) is pleased to announce that it received approval from the National Maritime Center to deliver an online course that satisfies STCW Management-level training requirements for both Engine room Resource Management (ERM) and Leadership and Management (L&M). The course also provides Engineering Officers with STCW Operational Level training requirements of Leadership & Teamwork as well as L&M for Masters/Chief Mates. The two-week Maritime Resource Management Online course accelerates the training-pace for the membership in order to meet the December 31, 2016 STCW “gap-closing” deadline.

Four initial installments of the course have already been run and additional course runs will be announced shortly. The school recommends that members interested in taking MRM visit the web-site <http://support.cutwater.org/curriculum/maritime-resource-management> for more course information.

In addition, the CMES has begun adding additional courses to help members satisfy certain STCW requirements. Mariners with STCW endorsements secured under the previous regulatory requirements need to show evidence of meeting “gap closing” requirements or their endorsements could end up being limited to “Not valid after 31 Dec. 2016.”

You can visit the CMES online at [www.mebaschool.org](http://www.mebaschool.org) to find the latest course listings. They have a handy “Frequently Asked Questions (FAQ) about the new STCW regulations that may prove helpful.



***Make sure you get your STCW-mandated training completed as soon as possible. Late last year at the School's ERM course are (l-r) Jeff Boisvert, Geoffrey Benn, Gordon Marsh, Isidro Fernandez, Tracy Redding, Erin Lawrence, William Ness, Brandon Starodub, Leonard Valenti, Nikolai Koujel, Richard Whitney Jr., Michael Garcia and Instructor Tru Sunderland.***

National Maritime Center  
Hours: 8:00 am -6:00 pm  
Address: 100 Forbes Dr., Martinsburg, WV 25404.  
Phone: 1-888-427-5662  
Email: [iasknmc@uscg.mil](mailto:iasknmc@uscg.mil)  
<http://www.uscg.mil/nmc/>

Excluding Federal Holidays, the Customer Service Center (CSC) is open Monday- Friday from 8 AM to 6 PM EST.  
Except on Thursday the CSC will be closed from 1 PM to 2 PM.

# Shipping Shorts

## Continue Sending Photos from the Fleet

Members are urged to continue sending photos from the fleet to marco@mebaunion.org so we can keep updating our Facebook page and/or use them in future issues of the Marine Officer. Photos of life aboard ship and our members hard at work are encouraged. Digital photographs should be taken at the highest 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.

## JAX Hall is Part-Time Port

For the time-being, M.E.B.A. will continue operation of its Union hall in Jacksonville with reduced hours. MM&P, which owns the hall at 349 E. 20<sup>th</sup> Street, ceased its operations in Jacksonville, FL and referring area members to its Pompano Beach location. M.E.B.A.'s District Executive Committee examined several different options before deciding to continue our Jacksonville service to the membership as a part-time hall for now. As we move along, the DEC will evaluate options as to the future necessity for continued operations at the hall. Liz

Pettite continues to oversee day-to-day operations in Jacksonville which is open from 10 a.m. to 2 p.m. each weekday. Membership meetings will be held at the regular time each month.

M.E.B.A. has closed up shop in San Juan at the office which was formerly shared with the MM&P. Continued operation of that office was no longer tenable following the dissolution of the Horizon Lines Puerto Rico liner service.

## Performance Bonuses for Patriot Watson-Class Mariners

The Military Sealift Command presented Award Fee Bonuses to M.E.B.A.-contracted company Patriot Contract Services for exceptional performance on the Watson Class and the USNS 1st LT HARRY L. MARTIN contracts. Patriot shared the awards with their mariners and shoreside staff in recognition of their hard work and professionalism on the vessels. Bonus checks were sent out to mariners who both completed their assignments on the Watson-class LMSRs and the USNS MARTIN during the period of performance covered under the award, and who met specific performance requirements.

## Contacts in HQ Membership Dept.

Communication to the M.E.B.A. Headquarters Department has been streamlined to better allow member and applicant needs to be addressed. Emails sent to membership@mebaunion.org will be routed to both Doris Fitzgerald and Renee Bowman who anchor the Department. The new system will allow more immediate attention to important related member and applicant concerns.

The Membership Department primarily handles Group Shipping status, sea time verification and database updating among many other tasks. Dues status and accounts receivable matters are not handled by the Membership Department and instead should be referred to Mary Peters at Headquarters (mpeters@mebaunion.org). You can reach the Membership Department through the main desk at (202) 638-5355.

## New TRANSCOM BOSS, Selva to Joint Chiefs

Air Force Gen. Darren W. McDew is the new Commander of the U.S. Transportation Command, following his Senate confirmation. TRANSCOM

*continued*



*The Military Sealift Command recently took over the USNS LEWIS B. PULLER and crewed it up with M.E.B.A., MM&P and SIU civilian mariners. The Mobile Landing Platform/Afloat Forward Staging Base variant was built at San Diego's NASSCO Shipyard. In this shot, the vessel sails past downtown San Diego during her builder's trials.*



*The crew of the AMHS ferry LeCONTE rescued six fishermen who were stranded on their capsized boat. The men were recovered using the ferry's rescue boat.*

is responsible for the global, joint movement of combat units, sustainment cargo, and service member household goods and privately owned vehicles.

McDew arrives at TRANSCOM from the Air Mobility Command where he served as Commander. He replaces Gen. Paul Selva who was confirmed as the new Vice Chairman of the Joint Chiefs of Staff. Gen. Selva led the agency for just over a year and was a glowing supporter of U.S.-flag shipping during his time at TRANSCOM.

### **AMHS Ferry Rescues Six**

The Alaska Marine Highway System ferry LeCONTE was the saving grace for six unlucky fishermen who flirted with death after their 22-foot aluminum boat capsized. The ferry, crewed with M.E.B.A., MM&P and IBU members was rounding Point Couverden near Rocky Island when the bridge crew spotted the overturned hull and spied six frantically-waving figures beckoning for their assistance. The six men reportedly had all been gathered on one side of the boat trying to dislodge a stubborn anchor that was stuck at the bottom. Survivors say an untimely massive wave smashed into them during the anchor operation overturning the boat and spilling all six into chilly 50 degree waters without lifejackets.

The 235-foot LeCONTE was making its run from Gustavus to Juneau with a boatload of passengers when it sailed

onto the scene before the soaked and bone-chilled fishermen could succumb to exposure. The ferry crew relied on their acute training and worked in tandem to quickly and efficiently carry out rescue operations while ensuring the safety of their passengers. Chief Engineer Chris Olson coordinated with Capt. Kevin Dickman as the ferry launched a rescue boat and recovered the six displaced fishermen who were brought aboard the LeCONTE with no physical wounds to exacerbate their harrowing ordeal.

### **Daggett Reelected at ILA**

Congratulations to the President of the International Longshoremen's Association Harold Daggett who was reelected at their recent convention. "I fight for the guy on the pier," exclaimed Daggett who began serving his first four-year term in 2011.

Steven Knott, the General Vice President and acting Secretary-Treasurer for the past four years, was elected Secretary-Treasurer with Dennis Daggett as Executive V.P. The slate was also supplemented with the election of Wilbert Rowell as General V.P. and John D. Baker who was elevated to General Organizer. Ten new International Vice Presidents joined the 23-member International Executive Council including MM&P President Don Marcus. Congratulations!

### **Those in Dues Arrears Will be Dropped**

Members or applicants two years in arrears on their dues and/or service charges will be DROPPED from the membership or applicant rolls. The District Investigating Committee (DIC) is making its review and will issue their drop list in early December.

If you are in arrears and desire to retain your membership or applicant status, you must contact Headquarters immediately to make payment on your arrearage and return to good standing. Members and applicants can make payments online in a secure manner. Visit the M.E.B.A. homepage at [www.mebaunion.org](http://www.mebaunion.org).

### **Scrubbers for Two More Interlake Vessels**

A sizeable chunk of the Interlake Steamship fleet will soon be sailing with exhaust gas scrubbers as the company announced plans to expand its emission-reduction efforts. Interlake said that scrubber systems will be installed on the 826-foot M/V LEE A. TREGURTHA and 1,003 foot M/V JAMES R. BARKER. At the end of the current navigation season, the vessels will be equipped with the same single-inlet, closed-loop DuPont Marine Scrubbers that were recently installed aboard the self-unloading bulk carrier M/V HON. JAMES L. OBERSTAR.

*continued*



A total of five Interlake vessels – including two additional 1,000-footers: the M/V PAUL R. TREGURTHA and M/V MESABI MINER - will be outfitted with these types of scrubbers by 2017.

The scrubber expansion announcement comes only weeks after the Company announced its plans to repower its last steamship – the SS HERBERT C. JACKSON – in the final phase of a 10-year, \$100 million modernization effort.

**Online Portal is a Great Way to Pay Dues, Support the P.A.F.**

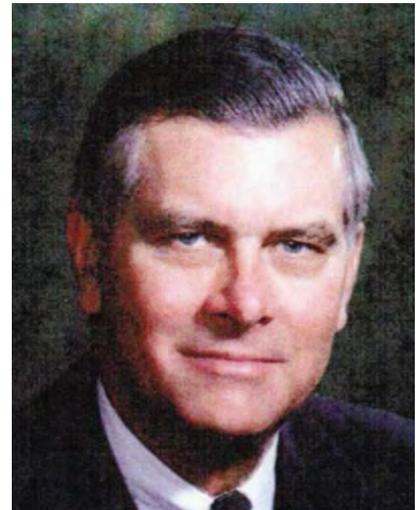
M.E.B.A.'s convenient payment portal allows members, applicants and retirees the ease of online monetary transactions. This is the most convenient way to pay dues or service charges by credit card, debit card or through your checking account. You can also set up a recurring payment schedule to automatically keep current. The site allows you to view your transaction history online in a secure manner.

In addition, the set-up allows members, applicants and retirees to make

contributions to M.E.B.A.'s Political Action Fund that supports so many members. The PAF keeps M.E.B.A. jobs afloat by affording a crucial lifeline to those who help determine the fate of the U.S. Merchant Marine. The registration process is painless. Once your information is in place, you'll find this to be the most efficient and advantageous manner to remain in good standing and extend a needed monetary infusion to vital Union programs such as P.A.F. or the Good & Welfare Fund. You can access the electronic payment portal from three different locations on the M.E.B.A. homepage ([www.mebaunion.org](http://www.mebaunion.org)). Sign up today!

**Shipping Magnate Niels Johnsen Dies**

Niels Johnsen, the retired Chairman of International Shipholding Corporation, died at home in Rumson, NJ on August 7. He was 93. Niels retired in 2003 from ISH, the parent company of M.E.B.A.-contracted Central Gulf Lines, Inc. and Waterman Steamship Corporation. He was a co-founder, with his father and brother, Erik F. Johnsen, of Central Gulf Steamship



*Niels Johnsen, the co-founder of Central Gulf Lines, sailed into the sunset on August 7.*

Corporation in New Orleans in 1947. Niels served in the Merchant Marine for over 3 ½ years as an officer during World War II, surviving two torpedo sinkings. He was a recipient of the Seamen's Church Institute Silver Bell Award in 1988 and the Admiral of the Ocean Seas (AOTOS) Award in 1993.

*continued*



*M.E.B.A. had a contingent on hand to interface with the industry at the Maritime Port Council awards in Atlantic City. Honorees included Sen. Cory Booker, Peter Busacca and Anthony Chiarello. M.E.B.A.'s Atlantic Coast V.P. Chris Guerra is at left with NY/NJ Patrolman Nico Sermoneta on the right. They are flanking Pete Busacca who is the president of the Hudson County Central Labor Council in New Jersey.*



*The Military Sealift Command Joint High-Speed Vessel USNS SPEARHEAD offloading gear and vehicles in support of Southern Partnership Station. The mission is designed to strengthen civil and maritime capabilities with regional partner nations in the Central, South American and Caribbean areas of responsibility.*

## M.E.B.A. Database Update

Make sure to help update our database with your latest info. Fill out the form at a hall or online at <http://mebaunion.org/update.pdf>

## Matson Investing in Alaska Trade

Fresh off the acquisition of Horizon Lines' Alaska operations, Matson Inc. is planning to invest over \$30 million in new equipment to benefit its trade in the "last frontier." The company is upgrading equipment to include 2,000 new standard 40-foot dry containers for general cargo, a new 65-ton gantry crane for the Kodiak Terminal, 430 new insulated containers for winter operations and 2 new Kenworth tractors for it Anchorage Terminal.

In addition, Matson will install new exhaust scrubber systems on the three former Horizon D-7 Class vessels it now operates in Alaska – the HORIZON ANCHORAGE, HORIZON KODIAK and HORIZON TACOMA. Each of those vessels will go into drydock for three months, one after another, beginning in September. The new equipment will help the vessels comply with the latest federal emissions regulations and will eliminate virtually all sulfur dioxide and particulate emissions. Matson will

deploy a reserve container ship during the installation period to prevent any disruption to its twice weekly service from Tacoma to Anchorage and Kodiak and weekly service to Dutch Harbor. The modifications to all three ships are expected to be completed by the end of 2016.

## Raffle Benefits 4MF

The "Honoring Our Heritage" raffle to benefit the M.E.B.A. Merchant Marine Memorial Foundation (4MF) is in full swing. The Foundation supports the Memorial located at the Calhoun M.E.B.A. Engineering School. It honors fallen mariners who helped blaze the proud tradition our members continue today.

1<sup>st</sup> prize for the raffle is a four-door 2001 Cadillac Seville SLS – owned by former President Jesse Calhoun – to the Memorial Foundation. 2<sup>nd</sup> prize is an antique chronometer and 3<sup>rd</sup> prize is a Kindle Fire. Tickets are \$10 apiece. The drawing will take place at next summer's CAA Reunion at the Calhoun School – as part of the School's 50<sup>th</sup> Anniversary celebration – June 25, 2016. You will not need to be present to win. This is a great cause – raffle sales will fuel the Foundation and aid continued upkeep and improvements of the Memorial Park.

*continued*



*A raffle benefiting the Memorial Park at the School honoring merchant mariners is now underway. 1st prize is a Cadillac Seville SLS owned by former President Jesse Calhoun. 2nd prize is an antique chronometer (ship's clock) and 3rd prize is a Kindle Fire. Tickets are \$10 apiece.*



*The NOAA vessel NANCY FOSTER conducts research along the U.S. Atlantic and Gulf coasts, and the Caribbean Sea. It's seen here in Puerto Rico. NOAA members recently endorsed a newly negotiated NOAA CBA following a 30-day online vote.*



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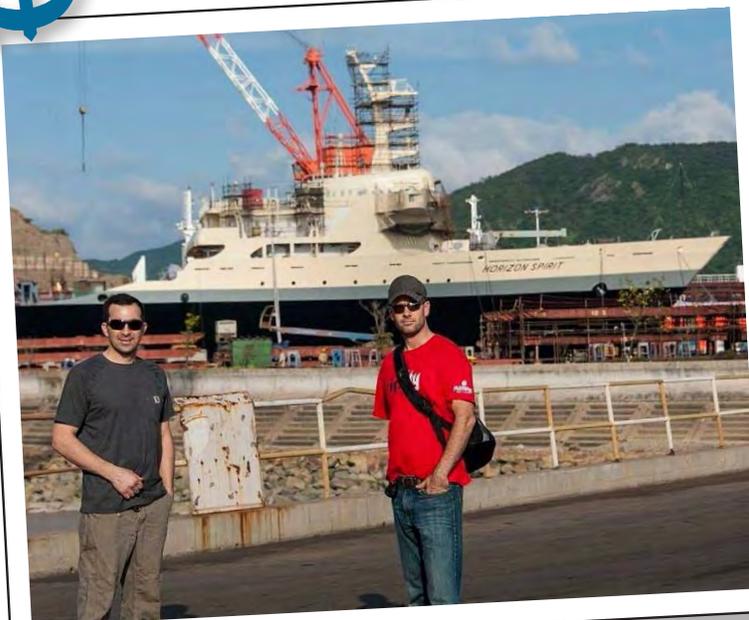
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**Faces around  
the Fleet**



*The HORIZON SPIRIT in Zhoushan, China. At left is Chief Engineer Joe Shea with 1st A/E Derek Tuttle. Gary Brister, who also assisted with overhauls, is not pictured. Port Engineers Joe Walla & Mike Popovich made sure the ship got the most out of its stay at the yard. In the future, the vessel will continue to carry the SPIRIT name on the bow with "PASHA HAWAII" along the side of the ship.*



*The SS HORIZON SPIRIT undergoing some work at the COSCO Shipyard in Zhoushan, China. Pasha took over the vessel from Horizon during this yard period. The ship began its Honolulu-Oakland-L.A. run in early July.*



*Another great photo of the HORIZON SPIRIT sent in by Chief Engineer Joe Shea selected from the awesome collection of SPIRIT Captain/Photographer Mike Smith.*



### **M.E.B.A. Vacation Plan Direct Deposit**

Designed for convenience, M.E.B.A. members can help themselves by taking advantage of the Vacation Plan Direct Deposit that will help save them time and ease Plans processing costs. Authorization forms are available from the Plans Office, Plans Outport Offices and at the Plans' Website – [www.mebaplans.org](http://www.mebaplans.org) (Forms, Vacation). Complete details are available on the Plans' site as well. Contact (800) 811-6322 or [vacation@mebaplans.org](mailto:vacation@mebaplans.org) for more info.

*continued*



*M.E.B.A. is endorsing Rep. Loretta Sanchez for California's open Senate seat in the 2016 election. The office is being vacated by Sen. Barbara Boxer who announced her retirement from Congress following the expiration of her term. Rep. Sanchez has been a strong supporter of U.S. shipping. Left to right are MM&P Pacific Port Agent Jeremy Hope, M.E.B.A. Executive V.P. Adam Vokac, Rep. Loretta Sanchez, IBU Regional Director Marina Secchitano, SUP V.P. Dave Connolly, MFOW President Anthony Poplawski, ILWU Local 10 member & Bay Area Longshoremen's Memorial Association President Christopher Christensen, MM&P Inland Division Agent Capt. Ray Shipway, SUP President Gunnar Lundberg and SIU Asst. V.P. Nick Celona.*



*M.E.B.A.'s Houston Branch Agent Erin Bertram with Congressman Gene Green (D-TX). A friend of the M.E.B.A., Gene's Congressional district includes our Houston Union hall. He has been a reliable voice on behalf of U.S.-flag shipping throughout his career.*

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*M.E.B.A. was well represented at the L.A./Long Beach 36th Annual Labor Day Parade. Left to right are L.A. Branch Agent Rich Doherty, Members Francisco Soares, Jim Sevitz and wife, Steve Byerley, Robert Phillips, Gary Brister and LA Patrolman John McElhone.*



*The YORKTOWN EXPRESS is a containership managed by Marine Transport Lines (Marine Personnel & Provisioning) that is part of the Maritime Security Program. Left to right are C/E Matt MacNeil, 1st A/E Charles Garvey, Gulf Coast V.P. Phil Sistrunk who was making a ship visit, Chief Mate Ed Figelski and Capt. Luke Catarius.*



*3rd A/E Darnell Slayton making logbook entries onboard the OSG-managed tanker OVERSEAS LONG BEACH.*



# Finished with Engines

*"They no longer hear the calling of the watches, or the falling of the storm rain in the night. Seas shall weary them no more, for they have reached their final haven—their further shore."*

## EDWIN GEORGE BLESS, JR.



Ed Bless steamed into the hereafter on July 18, 2015 at the age of 67. He was born in Rockaway, Queens, NY on March 8, 1948. Ed suited up as a

merchant mariner and turned wrenches for 35 years shipping out all around the globe many times. During his long and colorful career, he sailed into harm's way in war zones in Vietnam, Sudan, Somalia, Grenada and the Persian Gulf. He advanced through the ranks on the SS SPIRIT OF LIBERTY from Third Engineer to Chief Engineer -unlimited steam, diesel, and gas turbine. Ed served as Chief Engineer on several other ships including the SS MAYAGUEZ and the SS HUMACAO. For seven years he served in the US Navy at the rank of Lieutenant Junior grade on merchant ships. Ed, along with Brian McArdle, is also remembered as having physically restored the lettering to the Calhoun M.E.B.A. Engineering School's name at the entranceway when the Union rededicated itself to democracy back in 1992. He leaves behind his wife, Charlotte Dirk Bless, the mother of his sons Mary Ellen Bless, his sons Chris,

Patrick and Shaun, and his daughter Bonnie. He also leaves behind his sister JoAnne, his brother Joseph, and his grandchildren Haley, Christopher, Angelica, Olivia, Jordan and Deirdre.

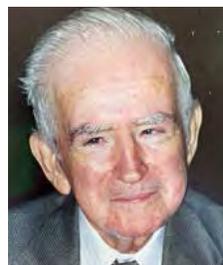
## PHILIP C. COYLE, JR.



Philip Coyle awoke to life immortal on Thursday, May 7, 2015 at the age of 75. He had a long and successful shipping career as a

deck officer crossing the globe many times. He last worked on the Energy Transport LNG vessels before his retirement in 1997. Phil was a resident of Mamaroneck, NY and is survived by his children Laura and Paul Coyle.

## KENNETH FINNERTY



Kenneth Finnerty crossed the final bar on May 7, 2015 at the age of 91. During World War II, he served with the 357<sup>th</sup> Harbor Craft Company

in the U.S. Army. He attained the rank of Specialist 5 and was stationed in France and Germany. After leaving the service, he obtained his pilot's license while living in Miami. He and his late brother, James, operated the former Cargo Transportation Company in Manhattan. In 1965, due to a strike, he needed to support his family and earned a real estate broker's license. He worked for a local realtor, then opened Finnerty Realty, which he operated for 40 years. Ken worked for 33 years at the city Department of Transportation, first as an oiler and, after earning his marine pilot's license, worked as a ferry boat captain on the Staten Island Ferry, retiring in 1985. In addition to his M.E.B.A. membership, he was also a member of Local 333, the United Marine Division of the International Longshoremen's Association. During his tenure as captain, Ken delivered two babies. One of the deliveries occurred on June 25, 1980. Shortly after 7:30 a.m. on June 25, in her parent's car – located on the lower car deck of the AMERICAN LEGION ferryboat as it navigated the New York Harbor – Evita Guzman was born. When she married in 2005, Ken was invited as a guest to her wedding. After his retirement, he and his wife became snowbirds in West Palm Beach, Fla.

He also taught computer science at the Jewish Community Center in Tompkinsville. A dedicated father and husband, he enjoyed camping and traveling by motor home with his family throughout the United States and Canada. He also enjoyed fishing, photography and taking videos. A positive person, he subscribed to the teachings of Norman Vincent Peale and other motivational speakers. He was a parishioner of St. Mary's R.C. Church, Rosebank, and also attended Blessed Sacrament R.C. Church in West Brighton. He was preceded in death by his wife of 55 years, Jane Marjorie, in 2005, and by his daughter, MaryAnn McKee, in 2000. He is survived by his sons John, Lawrence and Kevin; his daughters Janet Noordzy, Hope Finnerty and Michele Miller; his sisters Sister Mary Kenneth Finnerty and Arleen Plew, and 11 grandchildren.

### ALMA K. FOLMSBEE

Alma Folmsbee went to her just reward on April 26, 2015 at the age of 95. She was a Plans employee who worked at the M.E.B.A.



Diagnostic Center in Jersey City up until her retirement in 1986. Alma was an amazing person, who at a young age took the responsibility of raising her younger brother and sister. She put herself through college receiving a Master's Degree in business. She started her career as secretary to the President of RCA Corp. At the same time she owned an antique shop in Red Bank, NY which she thoroughly enjoyed. Alma is survived by her niece Patricia Henderson among others.

### JOHN O. GREGORY

John Gregory sailed into another life on May 18, 2015 at the age of 90. He had a long and prosperous career sailing for a variety of shipping companies.

He last went to sea for Apex in 1990 before hanging up his calipers and taking retirement. He joins his wife Alvira in death and is survived by his stepson Martin Taylor among others.

### PHILLIP NOBLE HASKIN

Phil Haskin's spirit was freed on April 5, 2015 at the age of 83. He was born in New Jersey, went to a one-room school, and graduated

with a degree in Engineering from SUNY Maritime. Coming to Virginia to accept a position with Newport News Shipbuilding, he spent most of his adult life living on the Peninsula. Phil worked for a number of years at the shipyard, then decided to "get out from behind a desk" and joined the Merchant Marine. He loved being on the water and quickly rose to the rank of Chief Engineer. Phil sailed the world and "and loved being in the engine room" of the ships he called "his home away from home." He knew everything about ships and he always knew how to fix things. One of his classmates at the Academy once marveled at Phil's ability to do so many things well, from "completely rebuilding an old car" to serving as the editor of the school's newspaper and finishing first in his class. He also recalled him as being a "great cartoonist." Upon retirement, Phil would enjoy sitting on his front porch and watching the boats and ships sail up and down the James River and caring for his dogs. Phil is preceded in death by his parents Berton and Mary Haskin; his wife, Mary Barbara Haskin; and stepdaughter, Alexandra Mayo Hill. He is survived by three stepchildren and their families: Sam and Gail Mayo of Newport News and sons, Owen and Alex; Mark and Evangeline Monse of Chesapeake and their son, Philip; and Glynn Mayo of Spotsylvania.



### JOHN ASHLEY JONES



John Jones cast off toward his eternal reward on June 11, 2015 at the age of 93. He was born in Ontario, CA and grew up in the small farming

community of Chino. John shared fond memories of growing up in the Depression Era farming with his father and brothers. He was a graduate of Kings Point Merchant Marine Academy and served in the Navy as an Ensign during WWII. He was recalled to active duty as a Lieutenant during the Korean War. Following his military service, John was employed as a Chief Engineer for American President Lines serving aboard cruise and cargo container ships. He enjoyed sailing the world and shared many stories of his adventures at various ports of call. John and his wife, Kay, loved to travel. Whether it was to Lake Tahoe or Reno to play the slots, or to Greece, Australia, or the Super Bowl, they always found time to "hit the road." However, it was the trips to Twin Falls, Idaho to visit his brothers Ernie, Bob, and their families that John really enjoyed. He would say it was like going back to his roots in Chino when he visited "Twin." John and Kay lived in San Francisco, Honolulu, and for the past 30+ years in Stockton. He will be remembered as a kind, friendly gentleman about town who loved visiting with anyone he met. His family fondly called him by various names - John, J, Jonesy, Yanni, Uncle John or Uncle Jack. He will be truly missed by his loving family and many friends and neighbors. He is survived by his brother Bob, brother-in-law Nick Chiarchianis, sister-in-law Sophie Chiarchianis, niece Sharon Kidd, and nephews Robert "Bobby" Jones, Mark Jones, John Jones, Tom Chiarchianis, and Steve Chiarchianis.



## DONALD S. MARTIN

Don Martin departed this life on May 2, 2015 at the age of 73. He kept engine rooms running smoothly on ships all over the world and retired while he was only in his 50s after last sailing with Matson Navigation in 1993. He was a resident of El Sobrante, CA. Don is survived by his children Linda Edley, James Marin and Susan Martin.

## JUNIUS A. MATOON

Junius A. Mattoon set sail for uncharted waters on March 29, 2015 at the age of 90. "Matt" was born in Dover, NH and was a longtime resident of Mobile, AL. He was an Eagle Scout and active with his sons in the Boy Scouts. Matt graduated from Maine Maritime Academy in 1944 and went on to serve in the Navy Reserves shipping out during WWII as well as the Korean and Vietnam Wars. He began sailing around the world as an engineer in late 1944 beginning a long and colorful career with the Union. Upon his retirement, he became very active at St. John's Episcopal Church serving in the Vestry; became an active member of Elk Lodge #108; the American Legion; and the Mobile Railroad Modelers and Train Club. He is survived by his wife of 60 years, Marjorie Booth Mattoon; children, Junius "Matt" Mattoon, Jr., Vivian Watt and Tom Mattoon; 5 grandchildren, 5 great-grandchildren, many nieces, and countless other family and friends.

## JAMES L. McMAHON



James McMahon reached the end of the line on June 6, 2014 at the age of 87. He was born in Chicago, IL and married Carmen Homer

there in December of 1949. By then he had already supported his country in WWII in the Fourth Arm of Defense – the Merchant Marine. Jim was a Radio Officer and sailed in that capacity during the Vietnam War and

Desert Storm as well. He last shipped out aboard the M/V TYSON LYKES for M.E.B.A.-contracted Nicholas Bachko Co. He was preceded in death by his wife, son Michael and sisters Shirley Lowney and Janice McMahon. Survivors include his daughters, Cathy Henzen, Candy McMahon and Cindy McMahon; grandchildren Carrie Tracy, Chrissy Anderson and Michelle Wetzell; 7 great-grandchildren and 3 great-great grandchildren.

## ROBERT C. MILLER

Robert Miller stood his final watch on November 9, 2014 at the age of 90. He sailed around the world many time keeping his engine rooms purring. He last went to sea in 1986 as Chief Engineer of the Matson ship SS LURLINE. He was a resident of Livermore, CA. He joins his wife Catherine in death and is survived by his son Mark among others.

## DOUGLAS A. PAK

Doug Pak sailed into the sunset on January 23, 2015 at the age of 80. He was born in Kilauea, Kauai, Hawaii, the youngest of 9 children, to his Korean father KeCho Pak and Spanish mother Feni Salba Herrero. After high school he followed his three brothers to sea, a family tradition also shared by two of his nephews. Doug spent the next 46 years roaming the world – first on Hawaiian tugboats, a short time spent on the Washington ferries, 27 years in MFOW and 17 years in the M.E.B.A. He last sailed onboard the LURLINE for Matson Navigation. Doug also spent two years in the Army and was deployed to Korea before going back to sea. He was an avid golfer and loved to read. In 1980, he married Juanita. He leaves behind his brother William Pak, wife Juanita, daughter Teresa Rios, stepdaughter Pamela Auxier, grandchildren Lolita Swanaset and LeiMomi Venegas, grandson Sebastian Beltran, step grandson Joshua Auxier, great-grandchildren, Jade, LeiNani Antonio, Cris and Yaretzi, step great-grandchildren Brett and Hunter as well as numerous nephews

and nieces. He is preceded in death by brothers, Joe, Phillip, James Sr., Frank, and sisters Isabel, Fanny, and Dorothy, nephews Francis, Rodney James Jr. and niece Jennifer. He was buried at sea.

## KENNETH R. PINETTE

The keys went silent for Ken Pinette on April 4, 2015 at the age of 84. He was a Radio Officer and he kept the communication lines open on ships sailing throughout the globe. He last went to sea in 1984 aboard the SS BALTO TRADER before filing for retirement and settling down. He was a resident of Boston, MA. Ken is survived by daughters Susan and Lisa and son Kenneth, Jr.

## THOMAS J. RAFFERTY, SR.

Thomas Rafferty, Sr. steamed into the sunset on June 17, 2015 at the age of 80. He was born in Brooklyn and raised in the Bronx. He moved to Stapleton in 1966 and settled in Great Kills in 1979. He graduated from Cardinal Hayes High School in the Bronx, and attended the College of William & Mary, Williamsburg, VA. Tom served in the U.S. Army from 1954-1956, serving two tours of duty in the Arctic, the first supplying Thule Air Base in Greenland, and the second aboard a Landing Ship, Tank (LST), in the Beaufort Sea and Canadian Arctic, supplying DEW line radar sites. He was a member of the Wattkins-Keller American Legion Post in Great Kills. A member and past president of Local Lodge 731, United Transportation Union (UTU), he worked for 20 years at the Erie Railroad as a marine fireman/oiler aboard steam tugs and ferry boats, and then as a conductor. He then suited up with the M.E.B.A., earned a Chief Engineer's license and worked for 20 years in the Governor's Island Ferry service. He also served as an M.E.B.A. Representative out of the New York hall. He was generous



and always willing to lend a helping hand. Proud of his Irish heritage, he was a member of the Ancient Order of Hibernians. A skilled craftsman and jack of all trades who owned many tools, Tom enjoyed working with metal. He also liked solving the New York Times crossword puzzle. Affectionately known as “Pop,” he loved spending time with his family, especially his grandchildren and great-grandchildren. He was preceded in death by his wife of 54 years, Irene in 2012, and by his son Thomas J. Rafferty Jr. in 1995. He is survived by his son John Lawrence; his daughter Marianne Rafferty-Luberto and Theresa Rafferty; his brothers James, George, Richard and Eugene; his sister Martha Rafferty; five grandchildren and three great-grandchildren.

**JOHN HENRY RATHIEN**

John Rathien sailed off to his final port of call on April 21, 2014 at the age of 89. He was a longtime member

who spent a long and fruitful career with the Union. John last went to sea sailing for Juneau Tanker Corp. aboard the OVERSEAS JUNEAU as Chief Engineer. He hung up his boiler suit in 1984. He is predeceased by his brother Murl and four sisters, Virginia R. Butler, Doris Hubbard, Velma McDaniel and Ellen Sadler. Surviving are his beloved numerous nieces and nephews.

**JAMES JOSEPH ZAK**



Jim Zak shipped off toward his final destination on August 3, 2014 at the age of 73. The kind of colorful character unfortunately

rarely seen today, Jim was a joy to be around and kept his M.E.B.A. brothers and sisters amused with his wit along with a wealth of sea stories.

His seagoing career began in the 1960s when he found himself stranded in Southeast Asia. He earned his way back from Vietnam to Oakland, CA on a U.S. merchant ship by doing odd jobs while hitching a ride. At the end of the voyage, he was issued a Coast Guard Certificate of Discharge. That Discharge was his ticket into the Cadet program at the Calhoun M.E.B.A. Engineering School on Light Street in Baltimore, MD. After graduating from CMES, he sailed aboard Military Sealift Command ships then shipped out in a variety of permanent and relief jobs over the years. He filed for retirement in May of 2006 but kept his skills sharp by doing volunteer work aboard the AMERICAN VICTORY memorial and museum ship berthed in Tampa. Survivors include his wife Phebe among other family and friends.



*Members onboard the Patriot-managed LMSR USNS GILLILAND, including a few members from sister ship USNS GORDON. From left (off the USNS GORDON) are 1st A/E Dave Nashif, Captain Hugh Bagby and Chief Engineer Michael Tennant. Continuing left (from the GILLILAND) are Captain Keith Finnerty, 3rd A/E-1 Toni Birdsong, 3rd A/E-2 Kyle Arestivo, 2nd A/E Bernie Dumas, 1st A/E Jason Fetter and Chief Engineer Dominic Walsh.*



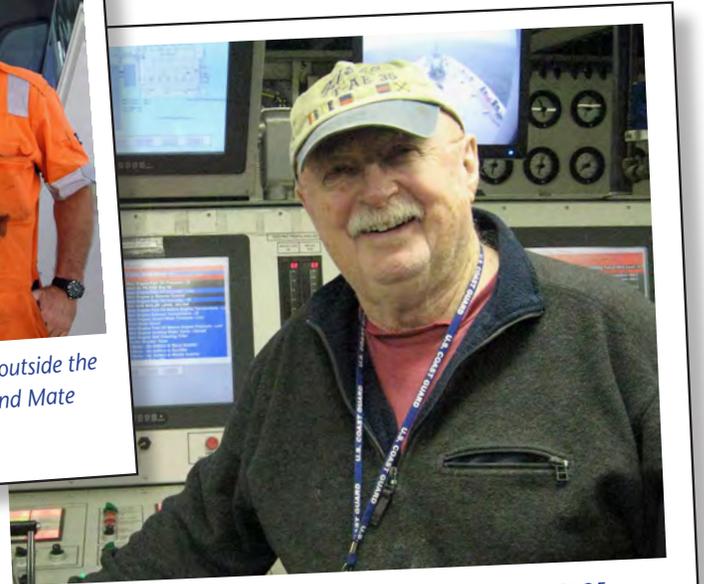
## Faces around the Fleet



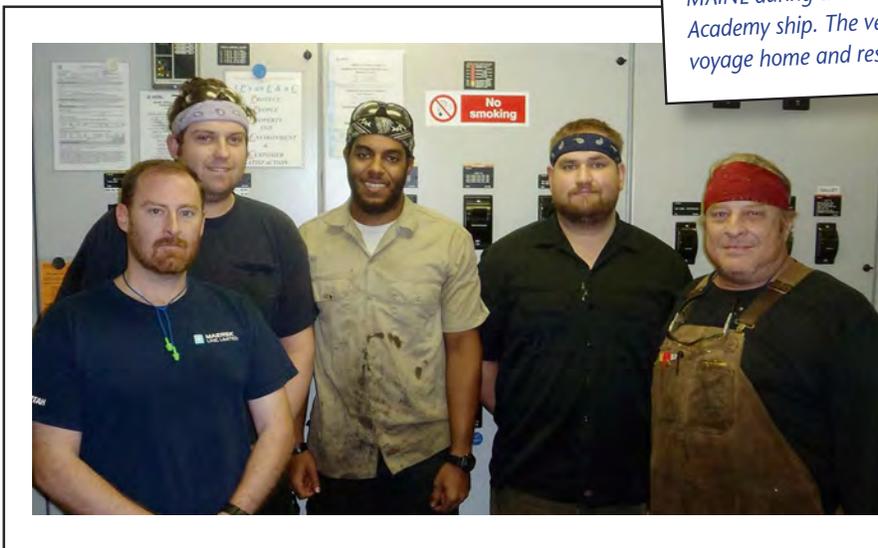
The LIBERTY PRIDE is an M.E.B.A.-crewed Pure Car/Truck Carrier that is part of the Maritime Security Program. In the bottom row (l-r) are 1st A/E Joshua Knowles and C/E Dzamal Smirba. In back (l-r) are 3rd A/E Ryan Vetting, 2nd A/E Tom Trousdell, Cadet Frank Walter and 2nd A/E George Perkins.



M.E.B.A. deck officers onboard the ALLIANCE ST. LOUIS peek their heads outside the wheelhouse to soak in the Texas sun at Port Arthur. Left to right are Second Mate Mike Lyons, Captain Fran Goodwin and Chief Mate Ed Burns.



M.E.B.A. retiree Hugh Curran in the control room of the STATE OF MAINE during this summer's training cruise of the Maine Maritime Academy ship. The vessel and crew responded to a distress call on its voyage home and rescued a sailboat captain overcome by harsh seas.



M.E.B.A. engineers onboard the MAERSK UTAH on her final voyage under U.S.-flag. Maersk Line Ltd. swapped out the UTAH and SEA-LAND CHARGER and brought in replacement vessels MAERSK CALIFORNIA and ALLIANCE FAIRFAX. Left to right are Chief Engineer Aaron Lord, 2nd A/E Emil Berger, KP Cadet Elijah Cherry, 3rd A/E Seth Kaye and 1st A/E Tracy Mathewson.

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## M.E.B.A. Affiliates

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APM Terminals closed down its Houston area operations recently which dried up over 100 associated jobs including two Port of Houston crane maintenance engineer positions for M.E.B.A.-contracted Universal Maritime Services, Inc. Left to right are permanent crane engineers Christian Dobbins and Jason Harrington and relief crane engineer Charles Castro. They have done an outstanding job.



Four of the ladies crewing the Matson ship RJ PFEIFFER on a recent voyage hang out on newly installed workout equipment fabricated by 2nd A/E Charles Reny. Clockwise from top left are Kings Point Engine Cadet Danna Plourde, KP Deck Cadet Michelle Perri, Third Mate Liz Marconi and 3rd A/E Kelsey Barrion.



2nd A/E Gabriel Arhin on the main engine of the WASHINGTON EXPRESS getting ready for some exhaust valve work. The vessel is managed by Marine Transport Lines and is enrolled in the Maritime Security Program.



M.E.B.A. member Patrick Murphy with a load of firefighting equipment that was donated to the Calhoon M.E.B.A. Engineering School by Horizon Lines before the company's sale. Firefighting equipment goes out of inspection for onboard certification but can still be used for training purposes.