

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
Spring – Summer 2026



American Mariners Fuel Our Fighting Forces





A Message from M.E.B.A. President Adam Vokac

DAI Incident Caused by Systemic Failure Not Simple Wiring Fault

The National Transportation Safety Board (NTSB) recently issued its final report on the allision of the containership DALI with Baltimore's Francis Scott Key Bridge which subsequently collapsed. The accident occurred on March 26, 2024, when the DALI leaving Baltimore Harbor, experienced losses of electrical power, propulsion, and steering and struck the bridge. A substantial portion of the bridge subsequently collapsed into the river, killing six highway workers on the bridge. The investigation determined that one of the causes of the accident was loss of electrical power (blackout), due to a loose signal wire connection to a terminal block stemming from the improper installation of wire-label banding, resulting in the vessel's loss of propulsion and steering close to the bridge. But subsequent press headlines and the NTSB's own tidy news release summary following the report sensationalized the role of the loose wire, without properly highlighting the substantive negligence that spawned the disaster. A deeper reading of the report makes it clear that the accident cannot be blamed solely on a single "loose wire," but instead was a cascading failure rooted in cost-cutting, poor maintenance, and disregard for U.S. maritime safety standards by the foreign owners and operators of the DALI. M.E.B.A. President Adam Vokac argues that adherence to U.S. maritime laws and American crewing practices would have prevented the blackout, the collision, and the loss of six lives. His thoughts on the matter follow:

More Than A Loose Wire: The Key Bridge Truth by M.E.B.A. President Adam Vokac

Don't be distracted by headlines declaring that the National Transportation Safety Board (NTSB) found the crash that destroyed the Francis Scott Key Bridge and killed six bridge workers was caused by a single loose wire. The NTSB's 19-page synopsis and the Department of Justice's (DOJ) 53-page court claim against the ship's owners and operators reveal that the crash would not have happened if the ship had

flown an American flag (requiring it to adhere to American maritime laws) or hired American mariners. Foolhardy engineering policies by the Dali's Singaporean owners and operators, aimed at cutting costs (according to the DOJ), recklessly compromised operational safety. These failures ignored U.S. laws and sound maritime practices universally followed by American vessel operators and mariners.

This conclusion isn't born from misguided patriotism, but from the flag-of-convenience system under which much of

continued on page 1

On the Cover:

An MH-60S Sea Hawk conducts a vertical replenishment from the MSC fleet replenishment oiler USNS JOHN LENTHALL to the aircraft carrier USS GEORGE BUSH in the Atlantic Ocean earlier this year. In the other photo, a sailor fires a shot line from the guided-missile destroyer USS GRIDLEY to the MSC dry cargo ship USNS CESAR CHAVEZ to set up a replenishment-at-sea. U.S. mariners are the force behind America's global reach — delivering the fuel, equipment and supplies that make power projection possible.

Marine Officer

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www.mebaunion.org



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 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.

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.

Follow us on meba1875 • @mebaunion • meba_union

global shipping operates. It is that system that has led to over \$5 billion in bridge damage, six deaths, and years of traffic delays for Baltimore residents. The Singaporean companies responsible, Synergy Maritime (the operator) and Grace Marine Private Limited (the owner), will likely face minimal repercussions, while the Indian crew may face jail time and Maryland and U.S. taxpayers are stuck holding the bill.

The U.S. Coast Guard, ship owners, operators, and mariners already have solutions for every error made by our Singaporean and Indian counterparts. These solutions, as simple as adhering to basic laws and time-tested operating practices, would have saved the bridge and six lives.

Several critical facts are undisputed. The Dali has a single propeller driven by the diesel-powered main engine, but none of its systems—engine, steering, communication, lighting—can function without electricity. Thus, the main engine shuts down without electric power because its fuel and lubricating oil must be continuously supplied by electric motors. In turn, without propulsion from the main engine, the ship cannot slow down, stop, reverse or maneuver. Critically, the Dali experienced two electrical blackouts while docked in Baltimore. Despite these unmistakable warnings, neither the NTSB nor the DOJ found evidence that the owner or operator performed diagnostics or repairs to prevent further blackouts. Subsequently, as alleged by the DOJ, the captain misled the Maryland-based pilot (a local captain with specialized knowledge of complex waterways), assuring him the Dali was seaworthy without disclosing the dockside blackouts. Shortly after departing, a third blackout occurred, leading to a complete loss of propulsion, steering, and lighting. After power was restored briefly, a fourth blackout struck, leaving the Dali adrift. Attempts to drop anchor and slow the vessel failed due to the anchor mechanism's unpreparedness for emergencies. By the time the crew was able to drop the anchor, it was too late; the ship was within one boat length of the bridge pier, without any ability to stop. The Dali rammed the pier, collapsing the bridge and killing six men performing bridge maintenance.

Vessel blackouts are rare and serious. In my experience, a well-maintained vessel may have one unplanned blackout every three to five years. American operators and mariners would never sail a vessel that had experienced a blackout until the root cause had been identified and fixed. Likewise, American mariners are legally required to notify the Coast Guard of a blackout, as well as all diagnostic and corrective action taken, before being permitted to leave the dock.

Press coverage implies a loose wire caused the ship's collision with the bridge, but that oversimplifies the situation. A loose wire may occur, just as a flat tire might occur. But a properly-maintained car will manage a flat tire just fine, whereas the driver who does not maintain their car and allows multiple

defects to develop is going to have a much different outcome. Similarly, if the Dali had operated under American maritime standards, it could have weathered a loose wire without incident.

The NTSB and DOJ found that the Dali's owners and operators knowingly altered or disabled systems that, left alone to function as designed, would have prevented a blackout or saved crucial time, even after the infamous wire disconnected. Specifically:

The operator disabled two electric "fuel service" pumps that ensure continuous fuel flow to generators, opting instead for a pump not designed for that purpose. This decision, made to save costs (according to the DOJ), led to the engine being starved of fuel, directly causing the fourth, catastrophic blackout.

The operator also turned off an automatic system that would have rerouted power through a redundant system after a transformer lost power due to the disconnected wire. Operating in "manual" mode heightened the danger by unnecessarily delaying power restoration.

The operator failed to prepare the anchor for emergency deployment, violating legal requirements.

The operator failed to notify the Coast Guard of the dockside blackouts, another legal violation.

The captain failed to inform the pilot of dockside power outages and mechanical defects, which also violates U.S. law.

Unfortunately, there is no incentive for non-American operators to properly train their crew or encourage mariners to report unsafe conditions. It is my opinion that unscrupulous operators prefer plausible deniability, discouraging safety reports and punishing whistleblowers. American mariners, by contrast, enjoy legal protections that allow them to report safety issues without fear of retaliation.

Lastly, a perverse incentive in U.S. law may have influenced the Dali's decision to launch into Baltimore harbor under unsafe conditions. A maritime statute from 1851 limits a vessel owner's liability for damages to the value of the vessel and its cargo, motivating owners to take undue risks. The Dali's owners almost certainly were aware of this stop-loss when they took the risks they did.

American vessels and mariners may have higher costs, but they are infinitely preferable to outsourcing our maritime economy and safety to the lowest bidder, then standing by helplessly as our reckless foreign counterparts bring it all crashing down around us.



M.E.B.A. Retiree Chronicles Union's Fight for Democracy in New Book

Many M.E.B.A. members today may not realize just how close the Union once came to losing one of its most sacred achievements: a fully funded pension and a democratically governed organization. A new book by M.E.B.A. retiree David Whiteley brings that pivotal and turbulent era into sharp focus.

Whiteley, who sailed for years with the Union, primarily on LNG vessels, has published *In Peace and War: The True Story of a Maritime Union's Fight for Democracy*. The book offers a detailed, first-hand account of the internal fight that unfolded in the late 1980s and early 1990s — a struggle that ultimately reaffirmed the democratic principles upon which the M.E.B.A. was founded.

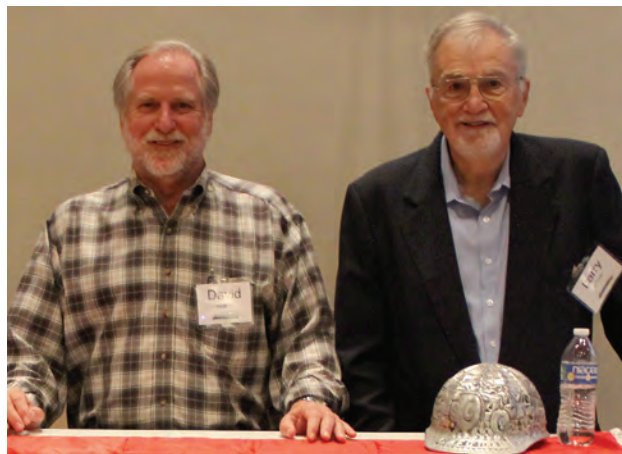
Drawing from extensive legal records, internal union documents, and interviews with those directly involved, Whiteley presents a fact-based narrative of how a small group of determined members organized at the grassroots level and used the courts to restore accountability, transparency, and member control within the Union.

For more than two decades, M.E.B.A. enjoyed stability and growth under President Jesse Calhoun, who led the Union from 1963 to 1984. Calhoun was widely respected as a skilled negotiator and presided over major gains in wages and benefits, including the development of a fully funded pension plan — long regarded as the crown jewel of M.E.B.A. membership.

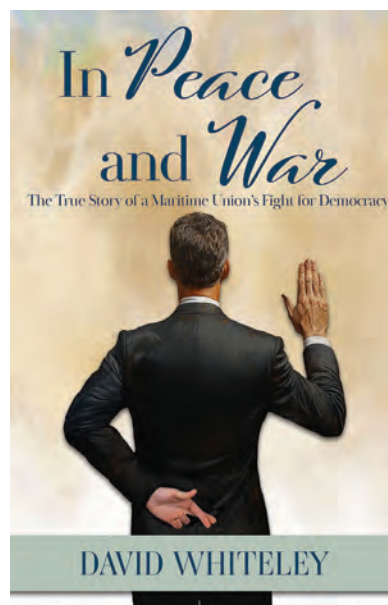
That stability was shaken when Calhoun's successor pursued a merger with the National Maritime Union, jeopardizing the M.E.B.A. pension plan and creating unrest among members.

In response, members formed the M.A.D. Committee – Members Advocating Democracy - to challenge what they viewed as authoritarian leadership, financial mismanagement, and the merger that was seen as an attempt to consolidate power and weaken M.E.B.A.'s democratic structure and autonomy. Their mission was clear: protect the pension, restore democratic governance, and hold leadership accountable.

For M.E.B.A. members — past, present, and future — the book is a vivid reminder of the Union's enduring values and the importance of member engagement. It highlights how dedication, collaboration, and a shared commitment to the Union's principles have shaped M.E.B.A.'s history and continue to guide its future.



The author David Whiteley (l) ably catalogued the turbulent days of the Union's fight to re-establish democracy. At right is Larry O'Toole, a key figure in the battle to realign the M.E.B.A. with the principles it was founded upon.



In Peace and War: The True Story of a Maritime Union's Fight For Democracy is available from Amazon: www.amazon.com/dp/1961641429 - and other booksellers

M.E.B.A. Secures Legislative Victory Raising Government Fleet CIVMAR Pay

In late December, the National Defense Authorization Act for Fiscal Year 2026 was signed into law, kicking off long-overdue changes to how Civilian Mariner (CIVMAR) pay works across the U.S. Government Fleet — and putting real money back where it belongs: in mariners' pockets.

Most notably, the new law raised the maximum annual pay rate for CIVMARs to align with the salary of the Vice President of the United States. In addition, Section 1101 eliminated the application of the annual aggregate pay cap for CIVMARs whose compensation is set under the maritime pay statute. This provision also removed previous restrictions on premium pay, ensuring that Civilian Mariners may receive the full amount of compensation they earn within the same calendar year for the work they perform.

These changes addressed a long-standing inequity that prevented Government Fleet mariners from being fully compensated for their time at sea. For mariners serving aboard vessels operated by the Military Sealift Command, the U.S. Army Corps of Engineers, and NOAA, earned pay will no longer be reduced or delayed due to outdated statutory limitations. Over time, these changes are expected to enhance recruitment and retention while promoting greater fairness in government fleet compensation.

This legislative achievement reflects the sustained efforts of the M.E.B.A. Legislative Department. The Union also expressed its appreciation to the leadership of the affected federal agencies for their collaboration in educating lawmakers and securing these critical changes on behalf of M.E.B.A. members. Additional guidance will be issued by the agencies as implementation progresses.

M.E.B.A. President Adam Vokac shared the news with CIVMARs in a letter, emphasizing that the hard-won progress “represents a meaningful step forward for government fleet mariners, and I am confident it will help strengthen the future of our workforce.”

Late last year, the U.S. District Court for the District of Columbia issued a preliminary injunction from the bench, ruling that the administration cannot bypass union contracts or strip organized federal workers of their bargaining rights while litigation brought by the AFL-CIO, M.E.B.A., and other unions proceeds. The move restored automatic dues deductions for Government Fleet mariners represented by M.E.B.A. after the system had been disrupted following a White House Executive Order aimed at limiting federal employees' collective bargaining protections.

In compliance with the injunction, MSC resumed dues check-off payments on January 16, 2026, while the Army Corps reinstated deductions for the pay period ending February 7, 2026. The dues check-off resumption represents a reaffirmation of federal workers' rights and the enforceability of collective bargaining agreements, even in the face of continued executive attempts to alter longstanding union protections. President Vokac thanked members who kept their dues current during the disruption and emphasized the Union's commitment to continuing representation despite the Executive Order and ongoing legal challenges. “We appreciate your patience as we work with the agencies to ensure a smooth and successful reimplementation,” Vokac noted. “We are grateful and proud that we can continue to represent the hardworking Engineers at MSC and Army Corps.”



NOAA officials are highly appreciative of the excellent work by civilian mariners aboard their vessels and helped work for the new Pay Cap adjustment. On the rooftop of M.E.B.A. Headquarters recently are (l-r) M.E.B.A. Government Affairs Director Erick Siahaan, M.E.B.A. President Adam Vokac, NOAA Rear Admiral Chad Cary who oversees the agency's fleet of 15 research and survey ships, M.E.B.A. Secretary-Treasurer Roland Rexha, NOAA Congressional Affairs Specialist Ashley Booth, NOAA Hydrographic Surveys Division Chief Samuel Greenaway and NOAA Commissioned Corps Officer Amber Porter.

From a Storied Past to the Next Horizon: M.E.B.A. LNG Officers Reunite

About 25 grizzled M.E.B.A. veterans of the sea were on hand in September at the Calhoun M.E.B.A. Engineering School for a reunion that was equal parts remembrance and renewal. The occasion marked a proud milestone: more than two decades of LNG excellence by M.E.B.A. officers who crewed the Energy Transportation Corporation fleet at the very forefront of U.S.-flag LNG carriage.

Members crewed all 11 officer billets of the eight Aquarius-class LNG vessels from 1977 to 2000. These ships represented the gold standard of American LNG operations. But at the turn of the century, the beneficial owners of the vessels won Maritime Administration approval to enlarge their profits by re-flagging the vessels to Marshall Islands registry, a move that brought that remarkable U.S.-flag chapter to a close.

The reunion drew leadership past and present. M.E.B.A. President Adam Vokac addressed the group, which included former M.E.B.A. President Larry O'Toole, who spent years sailing as Chief Engineer in the ETC fleet. For many in attendance — some retired, some still actively sailing — the Calhoun M.E.B.A. School was where it all began. CMES, when it was located in Baltimore, was the training grounds for generations of LNG officers whose expertise would lead American seafaring credibility around the globe.

Three special guests were on hand from Hanwha who discussed the future of LNG carriage and the Hanwha Philly Shipyard's construction of new LNG vessels. Jake Kim, Sidd Pathare and Heejung Jung gave fascinating and in-depth presentations to the group and fielded a flurry of questions peppered upon them by the engaged group of M.E.B.A. officers who relished the lively exchange and technical shop-talk of the fellow ship enthusiasts. The Hanwha representatives praised the professionalism of M.E.B.A. officers and expressed strong interest in deepening the partnership as new LNG opportunities emerge. Adding a policy lens to the gathering, retired Coast Guard Adm. James Watson addressed attendees on the prospects for passage of the SHIPS Act, a piece of legislation supported by M.E.B.A. and aimed at revitalizing U.S.-flag shipping and strengthening America's maritime industrial base.

M.E.B.A. conquerors of the sea reveled in re-engaging with their former shipmates for this fourth annual LNG ETC Reunion that was organized by former M.E.B.A. ship officer Ed Carr. M.E.B.A. retiree and past Keystone executive Art Sulzer served as a worthy master of ceremonies for the event that explored every aspect of the rise and fall of that epic era and its enduring influence on today's LNG operations.



Conquerors of the sea, including former M.E.B.A. President Larry O'Toole, Hanwha officials and current M.E.B.A. President Adam Vokac took part in the Fourth Annual LNG conference at the CMES.

Ken Nelson and David Whiteley, who highlighted the humanitarian side of LNG service: the numerous high-seas rescues carried out by ETC officers. In the turbulent years following the fall of Saigon in 1975, LNG ships and their crews repeatedly rendered aid to refugees fleeing Southeast Asia. Among the most powerful stories shared was the harrowing escape of Lauren Vuong and her family, rescued along with more than 60 others near death aboard a small wooden fishing boat adrift at sea.

Her successful search led to the creation of an award-winning documentary entitled "Finding the Virgo" about not only survival, compassion, gratitude for seafarers and the impact a rescue can have across a life. You can find out more at <https://www.findingthevirgo.com/>

As ETC shipmates swapped handshakes and sea stories, one truth stood out: the legacy forged by M.E.B.A.'s LNG pioneers is far from a relic of the past. It is a foundation. With new LNG cargo vessels on the order books at Hanwha Philly Shipyard, partnerships strengthening, and a new generation poised to step aboard, the hard-earned experience of these officers continues to chart the course ahead. The ships may change and the technology may evolve, but the standard remains the same: M.E.B.A. officers standing the watch, ready to carry U.S.-flag LNG excellence into the next era.



A great group at the CMES enjoyed presentations from Hanwha Shipping representatives and a Coast Guard Admiral, reminisced about ETC LNG carriage, and looked ahead to future LNG opportunities.

Thank You for Celebrating 150 Years of M.E.B.A. with Us!

Last year, the Marine Engineers' Beneficial Association celebrated 150 years of powering progress at sea.

As the nation's oldest maritime union, the M.E.B.A. has led through every technological tide, from the steamboat era to modern LNG propulsion. Last year's gala honored generations of marine officers whose skill and solidarity built a safer, stronger industry. The event paid tribute to visionaries like Jesse M. Calhoun and to the mariners who keep America's merchant fleet moving worldwide. More than a milestone, the 150th anniversary reaffirmed M.E.B.A.'s enduring purpose: advancing maritime excellence and unity as it steams confidently into its next 150 years.



(Left to Right) Adam Vokac, ILA's Dennis Daggett and Roland Rexha

Thanks to the support
of our members,
friends and partners:

We raised over \$200k
for the M.E.B.A. Good & Welfare Fund.



Attendees celebrating M.E.B.A.'s 150th Anniversary

*Sebastian King Smith and Vladimir Small Ortiz
of Union de Ingenieros Marinos (UIM) Panama*



US Merchant Marine Academy Color Guard



*Attendees at M.E.B.A.'s 150th Gala hear union
member testimonials*



*Adam Vokac, M.E.B.A. President,
delivers the Keynote address*



*Bill Woodhour, President and CEO of Maersk
Line, Limited speaks on M.E.B.A.'s current impact
in the maritime industry*



Captain Jack Menendez, former M.E.B.A. Gov't Fleet Representative and his wife, Yon Suk Menendez



Nicole Greenway, M.E.B.A. Tampa Branch Agent and RADM Chad Cary of NOAA



Ryan Lynch, speaking as President and CEO of Hanwha Shipping, talks about M.E.B.A.'s future



Fred Redmond and John Paul Smith of the AFL-CIO with Greg Regan, President of Transportation Trades Department (TTD)



Mr. & Mrs. Paul McCarthy and Nils Djusberg of Bluepoint Engineering LLC, with M.E.B.A.'s Mark Gallagher

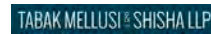


M.E.B.A.'s District Executive Committee (L to R): Roland Rexha, Adam Smith, Adam Vokac, Max Alper and Jason Callahan



Phil Shapiro, Chairman of Liberty Maritime Corporation, speaks about M.E.B.A.'s past

Thank You to Our Partners



At Anchor: Recent Retirees

Shifting into Reduced Operating Status

Marshall Ainley	Steven Fastzkie	Stephen Kiarsis	Glenn Sharp
Joseph Allen	Stuart Fay	Samuel Kumako	Phillip Sistrunk
John Barber	Patricia Foley	Jerzy Malec	Paul Smith
Mickey Barker	David Foss	Jacob Manning	James Spring
Erik Barton	Robert Fox	Maurice Merritt	Bert Stammerjohan
Christopher Boisvert	David Gardner	Charles Mitchell	Joseph Tierney
Robert Burke	Michael Gordon-Tennant	Malcolm Moe	Jamesina Twomey
Claudia Cimini	Joseph Hartnett	Colin Murray	Wendall Wilson
Brian Colona	Evans Hoyt	Kesava Murthy	Robert Wood
William Cooper	Meherwan Irani	George Negoescu	Craig Woodward
Michael Doss	Charlie Jackson	Benjamin Parmer	Andrew Wormwood
Aurelian Dramba	Jack Johnson	Ira Pote	Kevin Wright
Michael Fagernes	Richard Kabisch	Jay Roth	George Zuraitis

M.E.B.A. Union Halls & Offices – Office Hours & Job Call Times

*All hours indicated are local time – Monday through Friday, not including holidays.
Some hall and office employees can still be reached before and after these times, especially by cell phone.*

Baltimore

Office Hours: 9 a.m. – 3 p.m.
Job Call: 12:30 p.m.

M.E.B.A. Plans Office

Office Hours: 8:30 a.m. – 5 p.m.

Boston

Office Hours: 8 a.m. – 4 p.m.
Job Call: 12:00 p.m.

Charleston

Office Hours: 10 a.m. – 4 p.m.
Job Call: 12:30 p.m.

Cleveland

Hall visits by appointment only
Job Call: 12:30 p.m.

Honolulu

Office Hours: 8 a.m. – 4 p.m.
Job Call: 10:45 a.m.

Houston

Office Hours: 8 a.m. – 4 p.m.
Job Call: 1 p.m.

Jacksonville

Office Hours: 11 a.m. – 5 p.m.
Job Call: 12:30 p.m.

L.A./Wilmington

Office Hours: 8 a.m. – 4 p.m.
Job Call: 12:30 p.m.

New Orleans

Office Hours: 8 a.m. – 4 p.m.
Job Call: 1 p.m.

New York/New Jersey

Office Hours: 9 a.m. – 5 p.m.
Job Call: 12:30 p.m.

Norfolk

Office Hours: 9 a.m. – 5 p.m.
Job Call: 12:30 p.m.

Oakland/San Francisco

Office Hours: 8 a.m. – 4 p.m.
Job Call: 12:15 p.m.

Seattle

Office Hours: 8 a.m. – 4 p.m.
Job Call: 12:30 p.m.

Tampa

Office Hours: 9 a.m. – 5 p.m.
Job Call: 1 p.m.

M.E.B.A. D.C. Headquarters

Office Hours: 9 a.m. – 5 p.m.

Calhoun M.E.B.A. Engineering School - Easton, MD

Office Hours:
7:30 a.m. – 4:30 p.m.

Political Action Fund Honor Roll

(For Calendar Year 2025)



Over the past year, the M.E.B.A. has continued to demonstrate why it remains one of the most effective and respected advocates for the U.S. maritime industry. In an era of shifting political priorities, evolving national security challenges, and increasing pressure on domestic shipping, the Union’s ability to engage directly with policymakers has never been more critical. At the center of that effort is the Political Action Fund (PAF).

The PAF is a strategic tool that allows the M.E.B.A. to consistently and credibly represent the interests of its members on Capitol Hill and in seats of government across the country. Through sustained engagement with elected officials from both parties, the PAF helps ensure that decision-makers understand the essential role U.S. mariners play in national defense, supply chain resilience, and economic security.

The past year underscored how quickly legislative threats and opportunities can emerge. From maritime labor standards and training programs to cargo preference, shipyard capacity, and sealift readiness, the issues facing our industry demand constant vigilance. A strong PAF enables M.E.B.A. to respond decisively — correcting misinformation, opposing policies that weaken the U.S. flag fleet, and advancing initiatives that protect American jobs and maritime expertise.

Participation in the PAF remains voluntary, but its strength depends on broad member support. Every contribution, regardless of size, helps amplify the collective voice of the membership and reinforces the union’s ability to advocate effectively on behalf of all mariners — active, retired, and those just entering the profession.

Members who choose to support the PAF are investing directly in the future of the U.S. Merchant Marine and in the long-term stability of their careers and benefits. Contributions can be made by visiting a local M.E.B.A. hall or through the Member Payment and Update Portal (PUP) at www.mebaumunion.org. The following pages recognize the active and retired members who contributed to the PAF during the 2025 calendar year. Their commitment reflects a clear understanding that political engagement is not optional — it is essential. Members who contribute in 2026 will be acknowledged in a future issue of the *Marine Officer*. Contributors are listed alphabetically within five tiers.

The top contributors for 2025 occupy the rarefied heights of the “**Sovereign of the Sea Lanes**” tier — an honor so lofty and exclusive it deserves thunderous applause, a round of the finest grog, and immortality in sea shanties. Also deserving recognition (though not listed by name) are 215 individuals who contributed between \$5 and \$99 in 2025. Their support is deeply appreciated, helping keep our collective efforts on course and under full sail.

Together, by sustaining and strengthening the Political Action Fund, M.E.B.A. members ensure that the Union’s voice remains strong, respected, and impossible to ignore.



Sovereign of the Sea Lanes
(Top Contributors \$2,000 & Beyond)

Maxim Alper	Bradford J. McDermott	Thomas Sullivan	Adam Vokac
Jason Callahan	Roland Rexha	Robert W. Sundius	Nicholas Webster
Joseph LaMonica	Adam Smith	Barry Van Vechten	



Order of Magellan
(\$1,000 to \$1,999)

Duncan Ballenger	Mark Engberg	Seth A. Katz	Donald Mullett	Brandon Stewart
Thomas F. Bands	Rolando Facundo	Trevor Lapham	Anthony Nappi	Phillip K. Strissel
Erik J. Barton	Jason Fetter	Louis WT Lincoln	Hieu T. Nguyen	Christopher J. Swift
Todd R. Bilodeau	Mark S. Gallagher	Adel Lotfy	Edgar G. Pacana	Alex Vannier
Alexander Bugaisky	Erik Gilbert	John Mahoney	Vincent Quinones	Ryan Vetting
Marlin L. Carpenter	Joseph Glywasky	Serena E. Martin	Joshua Reed	Bruno Vogrig
Kevin M. Cross	Ellsworth Gordon	Rollin Moore	Jonathan Schmidt	David Wagner
Thomas J. Dewhirst	Nicole T. Greenway	Craig A. Moran	Nicholas Sergio	William Warren
Mike Dunklin	Kyle H. Hudson	Mark Mullaney	Christopher Steele	James Wolf

continued



Realm of King Neptune
(\$500-\$999)

Nathan Abel
Edward Albrecht
Garrett T. Allen
Matthew Alonge
Scott Armstrong
Lawrence Balsamo
Grant Begley
Gerald Bellows
Daniel Bliefernich
Timothy J. Bowling
Michael T. Brady
Aaron Claveria
Jeremy T. Cobo
Colton Coleman
Emma Crandall
Gerard S. Cullen
Robert K. Dance
Samuel J. Dengel
Alex Dipietro
Russell Ellis
Jonathan L. Emmerton
Richard Fahey
James Fava
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Michael Ferrino
David W. Fiala
Brian P. Fritschi
Trevor Fuller
Kyle Grable
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Foster Hardt
Jason Harrington
James Hauth
Lawrence Holbert
Randall S. Jaunzemis
Benjamin Johannessen
Luke W. Kaili
Christos Kakalettris
Duane Keegan
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Christopher Kewley
James King
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Benjamin A. Larrabee
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Colin Lucas
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Raymond E. Tesson
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Carli Thomas
Albert D. Truong
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Alexander Waterfield
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Erik M. Wlazlo
John Yang
Kieran Youngberg
Thant Yung
Luke Zempel
Thomas Zysk



Shellback
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Gregorio Abalos
James Abel
Kyle Acton
Llorenc S. Aguiar
Jordan Alfaro
Christopher Ames
Richard Anderson
Daniel Antonellis
Alex Antony
Lyle A. Armacost
Edwin E. Bagley
Alexander Baird
Bozidar Balic
Emery C. Barg
Sean Barkowsky
Ethan Barlow
David S. Barstow
James Bartlett
Benjamin Bassett
Winston Baxter-Harwell
Matthew T. Beisswenger
Trevor Belson
Adam Belson
Toni Birdsong
Jonathan N. Boisvert
Jeffrey B. Boisvert
Kyle Boucher
Zachary Boudrow
Brendan Brady
Michael C. Breton
Dennis Bridgeman
Richard Brown
Adam Bubencik
Robert Bullard
Timothy F. Burchfield
Thomas C. Burnside
Nicholas Cabral
Charles Castro
Thomas Chairs
Drew Chapman
David Chapman
Vladimir Chpatchev
Benjamin Cicale
Dennis P. Cline
Daniel Clohessy
Rayomond Collector
John A. Collins
Mark S. Collins
Eben Cooley
Michael Cooper
Tracy Covil
Tucker Crevier-Kimball
Frank Crifasi

Kent Cumings
Joseph A. D'Amico
Daniel F. Davis
Luca A. Defazio
Anthony Dellaquila
Paul Deming
Paul Derrane
Dang Do
Harry M. Dodson
Elijah Dove
Brendan Duerr
Thomas Dunn
Michelle Eckert
Timothy Falconieri
John Fernandez
Liam Ferretti
Mitchell Ferritto
Edward A. Figelski
Graeme Fiser
Lucas Frank
Daniel Fraser
Kyle Furgerson
Carl Gabrielsson
Michael Garcia
Patrick Garthwaite
Danny Gonzalez
Andrew Goodman
Thomas Gorman
Vladimir Gostevskiyh
Sean Grace
Patrick Graham
Jason Greene
David Greenway
Patrick Gudmundson
Eric S. Gusek
Derek K. Haars
Mary Ellen Halloran
William S. Harrison
John Harrison
Westin Harrison
Martin Heidt
Jakob Hemmerlein
Anna Hercules
Keith Hickerson
James Hoeg
Kegan W. Irvine
Kenneth Jackson
Mitchel Jacobsen
Joseph Jacovino
Elliott M. James
Tyler James
Timothy Jany
Vincent Jenkins
Stephen Jenkins
Steven Johnson

Christopher Jones
Thidiane Kanoute
Seth Kaye
Daniel Kerner
Justin A. Kiste
Jeffery Klitzke
Brian Koechley
Dominic Kolenda
Christian Konopaski
Jacob Kopras
Thomas Kreta
Adam Kroupa
Gregory P. Kuijper
Garret Lear
Eric L. Linderholm
Justin G. Litterine
John E. Long
Patrick J. Lowe
Kelsey MacDonald
Mark D. MacDonald
Deshawn Maduro
Shane D. Mahaffey
Alexander Mahimer
Andrew Martin
Bruno Martinelli
Filipa R. Martinovic
Matthew F. Mataronas
David B. May
Connor McDonnell
Joseph P. McElhinney
Patrick McGean
Paul C. McGrath
Harry M. McKeever
John McLane
Joseph McMillan
Devin McNeil
Jonathan McPherson
Peter Meglow
Christopher Merola
Charles Mitchell
Karly Moise-Duquella
James M. Moore
Daniel Mosa
Daniel J. Murphy
Thomas G. Myatt
Luis E. Navarrete
Nicholas M. Neill
Kevin Nelson
Timothy Nerich
Taylor Nichols
Justin Nixon
Thomas Norton
Thomas Ofria
James O'Loughlin
William O'Rourke

Nicholas Pappas
Kyle Parker
Kevin Parsons
Albert Pedriali
Brandon Perdue
Steven Peters
Jacob Philbrook
Jay D. Phillips
Carlos Pineda
Aidan Pollock
Ira Pote
Joshua Pounds
Thomas J. Povalec
Michael Proia
Joshua G. Reed
Paul J. Riley
Alexander L. Robinson
Michael Rodriguez
Michael Romero
Daniel Rounds
Richard H. Royston
John R. Ruggiero
Elias Saba
Marshall Sanford
Sahr Sankoh
Louis Santiago
Kevin M. Schultz
Patrick Scott
Daniel L. Scrivanich
Levi Seals
Scott J. Seifart
Mark W. Shartel
Eoin Shea
Daniel Sibbald
Phillip H. Sistrunk
Randall Skillern
Dzemal Smirba
Matthew Somogyi
Frank Sopko
Willis M. Spear
Andrew Stamm
Corey Staph
Thomas Stenquist
Thomas A. Stillwachs
Nicholas Stockbridge
Zebadiah L. Strout
Nicholas Sullivan
Kelsy Sullivan
Meghan Sullivan
Sean N. Sullivan
Wayne Sumner
Alexander Sydow
Steven G. Taber
Luca J. Tallarini
Benjamin Tamone
Nickolas Tapley

Edwin P. Taylor
Jeremiah Taylor
Daryl Thomas
Nicholas Tinkham
Jon Tipton
Demian Trask-Annies
Keith R. Turcotte
Jason J. Underhill
Barry G. Unnold
Thomas Urbik
Paul Venuti
Daniel Walsh
James Walsh
Seth B. Warner
Peter Warner
Michael Watkins
Timothy Weber
Clayton Whidden
Matthew Wilson
Eric Winge
Alex York



Pollywog
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Louai S. Abdou
Reginald Abrams
Lucas Acevedo
Dominic Adase
Thomas Adkins
John Aiello
Anthony P. Aiello
James Aird
Joseph Ajar
Kobi Albright
Joseph Allotey
Jack Anderson
Anthony Apodaca
Charles Apudo
Michael Atwell
Thomas Aukstikalnis
Richard Auman
Oliver Austin
Frederick Austin
Timothy Axelsson
David E. Ayou
William Babcock
Christopher Baker
David Baker
Nicholas Balhorn
Bryson Barraclough
Christopher Belyea
Kristina R. Belyea
Justin Benevides
Thomas W. Benz
Logan Bergman
David J. Bick
Justin J. Blair
Douglas T. Blake
Matthew E. Boleza

Nathan Bonner
Charles Boozer
Teak Borchardt
Ryan Brassil
Sean Breheny
Rudolph R. Breton
Jordan Brown
Amelia Brown
Brian Buckley
Michael Buckley
Jeffrey Bukunt
Timothy Bunstine
Jeffrey J. Burford
Matthew Burke
Austin Burnham
Gregg Burr
Kevin Buselmeier
Jack Bushey
Manolo Caba-Martinez
Apolinario Calacal
Thomas J. Campbell
William Campbell
Christopher Campsmith
Ryan Carpentier
Samuel Chandler
Fernando Chew Loo
Christine Ching
William Choi
Michael K. Christensen
Michael Cicero
Kervin Claude
James P. Cleland
Tyler Coburn
Michael A. Coggio
Leonard W. Collevocchio
Christian Collins
Arnulfo Concepcion
Michael Conti
Alex Contois
Terence Cooper
Thomas Corrigan
Jarrod Costopulos
Parker Courtney
Dallas Crow
Elliott Currier
Michaela Curtin
Frederick Cuzner
Andrew Dalton
James F. D'Amico
Michael M. Daramy
Devon Davis
Alvin Davis
Benjamin C. Davoy
Gage Debonise
Krista Deleva
William Demilio
Lucas Demore
Tobias Denning
Ruth Denton
Christopher Devens
Brian DiGregorio

Jonathan Dinisio
Neil DiPaola
James Donaghue
Will Donnell
Eric S. Downer
Stephen Downs
Timothy Drews
Kieran Duggan
James M. Dulong Jr.
Andrew K. Dunlop
Teresa Dunlop
Alexander Dunn
James C. Earley
Eldridge J. Edwards
William P. Eident
Robert W. Elliott
Michael Ellis
Trent Enoch
Ariane Enriquez
Kyle Fallon
Todd Favaza
Stuart A. Fay
Edwin Feliciano
Nicholas Ferre
Michael Figueroa
Matthew Fisher
Brian Flynn
Steven Fonti
John Frangineas
Paige Frankel
James C. Frazier
John Friend
Alec Frizzell
John Gallagher
Douglas Gallagher
Keith Garland
Nathan W. Gatchell
Francis Gavin
John Morgan Gaylan
Chad Geary
William J. Gerry
Rory Gibbons
Mark Gilmour
Mark Gimle
Luke Goehring
Scott Grant
Sergio Gratta
Thomas Grissinger
Gannon Grubb
John J. Guccione
Greg S. Guldjord
Robert Gurlitz
Peter Haber
Nicholas Hagadorn
Par Hagberg
Daniel Halata
Stuart Hanna
Dalton Harbula
Justin Harding
Timothy H. Harley
Matthew Haskell

continued



Joseph Heath
Dylan Hepburn
Garrett Hernandez
Gregory Herrera
Ross O. Himebauch
Jonathan D. Hines
Jeffrey R. Hitzel
Stanley D. Hjort
John Holmeslett
Jeffrey Hostutler
Jeffrey Houghton
Richard Howerton
Marc Huber
Paul Hudson
Robert Hudspeth
Bryan A. Humphrey
Bradley Hursh
Jared Jablonski
Ted F. Jacobites
Tessa Jardine
Elizabeth Jenkins
Sebastian Jodar
Eric E. Johnson
James Johnson
Cole Johnson
Matthew Jones
Horace Jordan
Jethro Joseph
Keenan Joyce
Christopher Kahl
Michelle Kakumasu
Joshua Kelleher
Michael Keller
Jonathan Kincaid
Jeanne M. Klaine
Adam Knapp
Samuel Kraft
Sergiy Kryzhnyy
William S. Kytte
Dylan Labun
Joseph M. Lacey
Jonathan Land
Kurt E. Landwehr
Joseph Largo
Daniel Roi Laurion
Ethan Lawson
Jacob Lebeouf
Q Lee
Taehyun Lee
Tia Lehmann
Andrew Lenz
Samuel Leshner
Heath Lewis
Brendan Linn
Russell Lino
Jonathon Lipski
Jason M. Lisowski
Asher J. Liss
Cody Livermore
Gary L. Lombardi
Isabella Lonetti

Louis H. Ludwig
Sean Lusignan
Jeff Macatiag
Duncan MacLean
Giancarlo Mahalik
Stephen Manning
Kenneth Marcinak
William Marino
Gordon Marsh
Christopher Marshall
Keith Martin
Irene Mason-Burton
Victoria P. Maya
Wesley Mazyck
Joseph M. McCauley
Leslie McGann
Shawn McLaughlin
Liam McMahan
Joseph B. McMahan
Robert J. McMurray
Reynaldo Medina
Terrance Merrill
James D. Micus
Matthew J. Miller
Jacob Millette
Daniel Mincieli
Jeremy Mock
Carlos Mohler Vega
Thomas Molnar
Niko M. Monsales
Joseph Montano
Scott Moore
Timothy W. Morton
Robert Moulton
Daniel Moylan
Christopher C. Myers
Henry Nelson
Jake Nelson
William Neth
Craig E. Newton
Jacob Nickel
Joseph Nitchman
Sean Nolan
Charles L. Norval
Joseph O'Connell
Patrick O'Connor
John O'Donnell
Sean Olsen
Robert Olson
Matthew Osborne
Christopher R. Parent
Jordan Parker
Ryan Patterson
Christopher J. Paul
Nicholas Pellechia
Jonathon Lipski
Alexander Plowucha
Thomas Pollock
Edwin R. Ponce
John Powers
Patrick Preston

Asher Psztyc-Uchida
Michael A. Purcell
Timothy Quigg
Justin Raby
Thomas Ramos
Matthew Ramos
Wyatt Reid
Robert Reid
Jordan Reidelbach
Nikolas Reyer
Ian Reyes
Joseph Reynolds
Daniel Rhodes
Adam Richter
David Rivera
David J. Rivera
Devon Rossi
Joseph G. Rowley
Seth Rowley
Paul M. Roy
Stephen Ruhl
Nicholas Rullo
Patrick Ryan
Bartosz Rylek
Mikael Safarian
Samuel Sanders
Devin Savoie
Nicole Schafer
Nicholas Schall
Christopher Schlegel
Richard Scholz
Harold Schreier
Benjamin Seale
Stefan Sebach
Matthew Seel
Daniel K. Seewald
Aleksandr Semendyyev
Nicholas L. Sermoneta
Matthew Sesack
Michael A. Sharkey
Stephen Shea
Christopher Shields
Alec Sieving
David Silva
Zachary Silva
Aaron P. Simard
Matthew Simms
Daniel Sinclair
Dustin T. Skala
Darnell Slayton
David Smith
Brian Smith
Max Smith
David Smith
Terry Smith
Liam Perry
Cameron Smith
Melvin Smithson
Jessica Snyder
Alexander Snyder
Joseph Sondreal
Christopher Soo

Jacob Sparks
Kevin Sposato
Jeffrey Stanley
Sean D. Stevens
Peter Steverman
Samuel Stewart
James Sturgul
Marc A. Supersano
Stanley Suponitsky
Kurt M. Sutter
Alton Swinney
Macie Szymkowski
Felix Tapales
Alexander Tapia
Ryan Tarabochia
James Tavella
Matthew C. Terkuile
Ansel Thompson
Myckenize Toler
Jesse Tornabene
George H. Torrey
Jeremy W. Travers
Matthew Tremblay
Michael Trujillo
Sheikh Uddin
Glenn Unflat
Michael John Valdez
Leonard Valenti
Kristina Vey
Dante Villa
Andrew Vincioni
Arvie Viray
James Volentine
Nathan Walgren
Philip Walker
Steven D. Walker
Brian Walsh
Brian Watson
Ronald Watson
Courtland Watters
Christopher Webster
Jay Wedman
Mark Weismann
Nicholas Weitkamp
Martin Weller
Jacob Wells
Brad West
Anthony West
Owen White
Richard A. Whitney
Clayton Williams
Nathan Williams
Christian Williford
Wendall G. Wilson
Dana Winroth
Craig W. Woodward
Kevin L. Wright
Jake Wrigley
Matthew D. Zalewski
Christopher Zaucha
Salvatore Zingales

Shipping Shorts

Shoreside Jobs in S.F. Bay Area with Equiliem

The M.E.B.A. has a contract with national workforce solutions provider Equiliem, based in East Brunswick, NJ, that is putting M.E.B.A. members to work in shoreside positions in the San Francisco Bay area. Equiliem won the government bid award formerly held by Eco-Alpha Environmental & Engineering Services.

The Union placed members in Chief Engineer and Stationary Engineer positions in buildings in San Francisco and in Santa Rosa. The company will also have a need for Maintenance Mechanics. These jobs are considered local, and it is strongly encouraged for any candidates taking these positions to plan to live in the Bay Area. Those interested will be responsible for their own housing arrangements.

These are permanent positions paying competitive wages, with M.E.B.A. Medical and Training benefits, as well as MPB contributions. The company is pleased with member response to these positions and the excellent work being performed by our engineers on the job. The stationary engineer jobs require an EPA Refrigerant Card. Those interested in future positions should contact M.E.B.A.'s Union hall in Oakland.

More New Work: M.E.B.A. Night Watches in Portland

M.E.B.A. secured additional jobs for its membership through a new agreement with Keystone Ocean Services, Inc. The Memorandum of Understanding (MOU) provides for M.E.B.A. licensed officers to stand night watches aboard the Military Sealift Command vessel USNS MATTHEW PERRY while the vessel is in temporary lay-up in Portland, Oregon. The ship is one of the almost 20 MSC ships that the Navy idled in 2024 because of crew shortages.

Through this agreement, M.E.B.A. members crew evening and overnight watches to ensure the security and safe upkeep of the vessel. The contract establishes strong hourly wages, premium overtime rates, and full contributions to the M.E.B.A. Benefit Plans, including Pension, Medical, Training, and MPB. Officers assigned under the agreement will also receive per diem, lodging, and travel allowances in line with federal Joint Travel Regulations. The agreement runs through August 2026, with yearly extensions thereafter, if exercised. The jobs are being called through the Seattle Union hall.

King County Water Taxi Contract

The M.E.B.A. successfully re-upped our relationship with King County Water Taxi following the ratification of a new three-year contract. This passenger-only ferry provides a valuable service to the residents, workers, and visitors around Seattle, connecting Vashon Island and West Seattle to Downtown.

The M.E.B.A. is part of a Labor Coalition that participates in large-scale negotiations with all unions that have contracts with King County. Afterwards, the M.E.B.A. holds small-table negotiations alongside the other maritime unions: MM&P and the IBU.

The new contract wins generous wage increases and provides a hefty ratification bonus for all represented employees. There is now additional Penalty Time compensation and Holiday Pay. Other improvements include step adjustments for Oilers bumping up in classification and a monthly \$50 stipend for oilers who are on the 'Oiler Bump-up List.'

The M.E.B.A. negotiating team consisted of KCWT Engineer James Laitila and Seattle Branch Agent Kevin M. Cross.



Expert M.E.B.A. Engine Officers keeping operations running smoothly aboard the USNS WATKINS, a Watson-class LMSR managed by Patriot Contract Services. The ship was in Busan, Korea. Left to right are 3rd A/E Jack Jessen, 1st A/E Connor White, 2nd A/E Jason Green, 1st A/E Thomas Bronson, 3rd A/E Anthony Solano and C/E John Lampke. This summer, the WATKINS is scheduled to join MarAd's Ready Reserve Force with Patriot remaining as the ship manager.



MAERSK DENVER's engine team during a milestone voyage - left to right are C/E Tim Burchfield, 1st A/E William Kytte, 2nd A/E Patrick Fales, 3rd A/E Samuel Tucker and Cadet Hewlitt. The MAERSK DENVER transited the Bab el-Mandeb Strait into the Red Sea temporarily giving hope for the potential resumption of Suez-based East-West sailings. The hostilities with Iran in late February has since shelved those designs.



M.E.B.A. retired Chief Engineer Charles Norval volunteers his time to keep the Tampa-based floating museum ship SS AMERICAN VICTORY operational. The storied vessel served in World War II, Korea and Vietnam. Charles is seen here rebuilding a Wilden pump used to pump out the shaft alley.

Clearing for a Job while Attending CMES as a Student

Students enrolled in ongoing classes at the Calhoun M.E.B.A. Engineering School are now able to clear for permanent assignments or for taking jobs off the open board. The intent is for someone to be able to take a job, still have time to finish their course, and travel to the ship after leaving the School. However, Training Plan rules still apply, and if you leave the School early to join the vessel, you will not be reimbursed from the Training Plan for your School travel as that requires course completion. There is a process for clearing involving visiting

the Administration office which coordinates with the New Orleans Union hall. Once New Orleans reviews and confirms everything, a clearance will be sent directly back to the student's email address. Inquire with the CMES Admin office or Denis Alegria at the NOLA hall for details.

Slew of M.E.B.A.-Crewed LMSRs Transferring to MarAd

Six of the M.E.B.A.-crewed Watson-class large, medium-speed roll-on/roll off ships managed by Patriot Contract Services, are transferring away from the Military Sealift Command to the Maritime Administration. Five

of the vessels recently were part of the Department of Defense's Army Prepositioned Stock 3 (Afloat) program that was retired last year in the name of cost savings. That prepositioning program had kept the vessels deployed around the world, where needed, in Full Operating Status stocked with essential military supplies, including ammunition, tanks, medical equipment, and spare parts.

The vessels will now join MarAd's Ready Reserve Force at various ports around the country in Reduced Operating Status. The lead ship in the class, the USNS WATSON,



M.E.B.A. Engine Officers on the USNS WATKINS sailing in FOS for Patriot Contract Services. Left to right are 2nd A/E Thomas Dindy, 1st A/E Kwaku O. Addae, C/E Felix Tapales and Cargo Engineer Jason Greene. The vessel is being handed over to MarAd this summer. It will be redubbed TRAVIS E. WATKINS and homeported in Vancouver, WA



Lionel Rivera sent this one in of the crew of the Maersk (M-Ships) vessel ALLIANCE NORFOLK working on Christmas Day.



Navy veteran and longtime M.E.B.A. member Emery Barg took part in the Wreaths Across America event late last year. He's seen here laying a wreath for WWII merchant mariners at Fort Leonard Wood in south-central Missouri.



Alex Di Pietro doing a piston and liner pull on the (CMA CGM) APL PHOENIX in New Jersey recently. AMO & M.E.B.A. officers are crewing the vessel on a rotating basis in a special collaborative arrangement.



Bunkering in Long Beach, CA at the Pier C Matson terminal. Left to right are Fueling Person-in-Charge (FPIC) "Bunker Chief" Dave Barstow and Gas 2nd A/E Bruno Vogrig. Thanks to MANUKAI Chief Tom Dewhirst for the photo.

was renamed the M/V GEORGE WATSON and joined MarAd and is slated to be based in Marrero, LA. The USNS CHARLTON is now known as the M/V CORNELIUS H. CHARLTON and took up its new position in Baltimore, MD. The ex-USNS SODERMAN is now the WILLIAM A. SODERMAN and is based out of Marrero, LA, as of January 2026. The RALPH E. POMEROY will go to MarAd in Baltimore in April 2026. The TRAVIS E. WATKINS will berth at Vancouver, WA beginning in July and the MITCHELL RED CLOUD will join her in Vancouver in September 2026.

Patriot Contract Services continues as ship manager of the vessels.

Newbuild Tankers, LNG Ship on Order at U.S. Yard + New Work

Hanwha Shipping, the U.S. subsidiary of Hanwha Ocean, placed an order for 10 medium-range oil and chemical tankers with its affiliate, Hanwha Philly Shipyard. New South Korean President Lee Jae Myung visited the Hanwha Philadelphia Shipyard in August, for an event also attended by M.E.B.A. President Adam Vokac, Secretary-Treasurer Roland Rexha and

Pennsylvania Governor Josh Shapiro, among others.

The first vessel is slated for delivery in early 2029. The order represents both the largest U.S. commercial shipbuilding contract in over two decades and the highest-value commercial order ever placed at a U.S. shipyard. As part of M.E.B.A.'s growing relationship with Hanwha, the company brought aboard an M.E.B.A. member, via a third-party agreement with Bluepoint Engineering, to work in the Hanwha Shipping office in Houston, TX.



Crewmembers on the Maritime Security Program PC/TC ALLIANCE NORFOLK on Thanksgiving 2025. Left to right are 2nd A/E Lionel Rivera, Chief Engineer Matthew Lazarski, 1st A/E Patrick McGean and 3rd A/E Sean Stevens.



M.E.B.A. continues to support those who support the maritime industry. M.E.B.A.-backed Kamillah Hanks was recently re-elected to her NYC Council seat representing Staten Island's North Shore. She is seen here with M.E.B.A. Captain Kenny Smith who serves as our Patrolman in NY/NJ. Kenny is also seen here networking with Congresswoman Nicole Malliotakis who represents Staten Island and southern Brooklyn.





Port Engineer by day, power forward by night! USNS PILILAAU's Justin Litterine takes his Union pride to the rink, rocking his new M.E.B.A. jersey and engineering a few goals of his own along the way.



Orlando Herrera at the Tampa Hall showing off his personalized M.E.B.A. baseball jersey.



1st A/E Harry McKeever on the Matson LNG vessel MANUKAI doing a diesel engine scavenge air box inspection with C/E Tom Dewhirst.

In addition, Hanwha Shipping exercised an option for a second liquefied natural gas (LNG) carrier, reinforcing the expansion of U.S. LNG exports. With this move, the U.S. orderbook for LNG carriers has now reached its highest level since the 1970s. The announcement comes just

one month after Hanwha Shipping revealed it had signed a contract for the first U.S.-ordered, export-ready LNG carrier in nearly half a century. The new tankers will be designed to transport crude oil, refined petroleum products, and chemicals. Their addition will substantially strengthen the Jones

Act fleet of U.S.-built, U.S.-owned, and U.S.-crewed vessels serving domestic routes. Beyond bolstering U.S. shipping capacity, the vessels will also enhance the nation's defense industrial supply chain and expand opportunities for American businesses in global export markets.

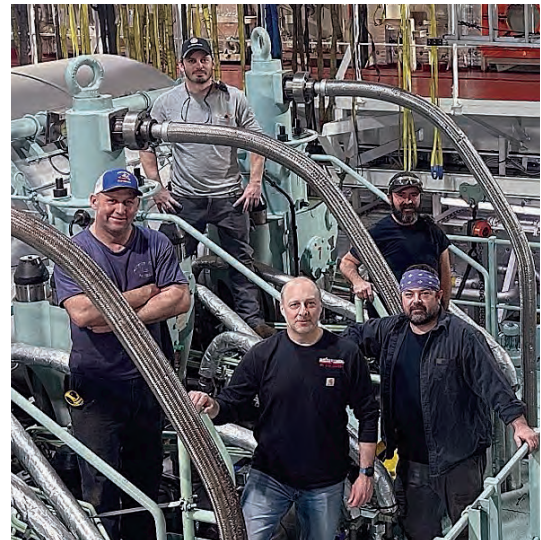


The Norwegian Cruise Line vessel PRIDE OF AMERICA is the only large U.S.-flagged/crewed cruise ship in an industry dominated by flag-of-convenience passenger vessels. The POA sails year-round in Hawaii on a seven-day inter-island itinerary. A recent stop in Honolulu coincided with a Union Trustees meeting which allowed M.E.B.A. officials to visit with members aboard the vessel. M.E.B.A. represents all licensed positions aboard the POA. Left to right are Reefer Engineer Ionel Cretu, 3rd A/E José Reynoso, Staff C/E Garrett Adams II, M.E.B.A. Secretary-Treasurer Roland Rexha, 3rd A/E Evan Wallace (kneeling), M.E.B.A. President Adam Vokac who shipped out on the vessel for years, 1st A/E Dante DeMcCutac, Environmental Engineer Keith Jones, 2nd A/E Lawrence Ho (Face mask), 2nd A/E John Nakashian, 3rd A/E Marleigh Henahan (white coveralls), Automation Engineer Gerard Canete Sr., 2nd A/E Herman Woolfrey (bandana), M.E.B.A. Honolulu Rep. Luke Kaili and 3rd A/E Veronica Richards (dark coveralls).

While M.E.B.A. District Executive Committee members attended Trustees meetings in Honolulu, they took the opportunity to visit our members and spent time on the Matson vessel KAIMANA HILA. The KMH was recently retrofitted with an LNG dual-fuel engine as well as a new bow windshield for improved aerodynamics and fuel conservation. Chief Engineer John O'Donnell is seen here at left with M.E.B.A. President Adam Vokac, Executive V.P. Max Alper, Atlantic Coast V.P. Jason Callahan and L.A. Branch Agent Torey Zingales.



As part of CMA CGM Group's investment in the U.S. supply chain, American President Lines introduced the APL PHOENIX into the U.S.-flag fleet. It is unclear whether the company will bring in additional ships as part of the initiative. It will likely hinge upon the Government's ability to follow through with tangible policies and regulations that ensure the vessels improve overall economics for CMA CGM while flying the U.S.-flag.



The realization that there were five Maine Maritime Academy graduates manning the engine room of Matson's KAIMANA HILA necessitated a team picture. Going clockwise starting at left are C/E Training LNG Obie Spear (MMA 2002), 2nd A/E Gas Engineer Joe (Marino) Burba (2007), 2nd A/E Sam Stewart (2004), 1st A/E Keith Turcotte (2002) and C/E Brad McDermott (2000).



In the Engine Control Room of the Matson vessel MANUKAI during coffee break are (l-r) 1st A/E Harry McKeever, Gas 2nd A/E Bruno Vogrig, MFOW Junior Engineer Rocky Bacalla, Chief Engineer Thomas Dewhirst, 2nd A/E Sam Sanders, MFOW Reefer Mark Reyes, and MFOW Electrician Eric White.



↖ M.E.B.A. members Barry Unnold and Keith Turcotte at a Maine Maritime Career Fair. They interfaced with a lot of young talented mariners-in-the-making and described the diverse and lucrative job opportunities available for hardworking Academy graduates through the Union. Member Scott Ducharme stayed out of the camera eye, but worked just as hard in bringing young mariners into the fold during a successful recruiting day.





The Engine Department crew onboard the Patriot-managed USNS WATKINS made up of M.E.B.A., MFOW, SIU and ARA union members late last year. In the front row (l-r) are 3rd A/E-1 Kevin Zimmer, 1st A/E Kwaku O. Addae, C/E Felix Tapales, 2nd A/E Thomas Dindy and EO Leo Anicola, In the top row (l-r) are SK Lloyd Walton, Electrician 2 Oliver Woodson, Cargo Eng. Jason Greene, 3rd A/E-2 Robert Novak, QMED 2 Reginald Simms, QMED 1 Kenneth Chambers, Wiper Gilbert Terrel, Electrician 2 Andrew Roberge. Thanks for the great team photo Kwaku!



An M.E.B.A. & AMC visit with our Engine Officers aboard the APL vessel PRESIDENT GRANT in Long Beach, CA. In the front row (l-r) are AMC President Fair Kim, AMC Govt. Affairs Manager Caitlyn Tierney, L.A. Branch Agent Torey Zingales, Day Engineer Julianne Cona, Day Engineer Conor Golden, C/E Ben Johannessen and 1st A/E Tim Weber. The top row (l-r) consists of Oakland Patrolman Chris Coombs, AMC Intern Carly Howard, L.A. Patrolman Jacob LeBeouf, AMC Intern Storey Mason and Executive V.P. Max Alper. Photo is courtesy of Day Engineer Albert Troung. Off camera are 2nd A/E Martin Wolf and 3rd A/E Tim Edwards.



M.E.B.A. Deck & Engine officers aboard the LIBERTY PRIDE making the cold winter run in the Pacific on their way to South Korea. Winter conditions allowed the crew to welcome "Frosty the Deckhand" - he's cold-weather qualified and assigned permanent outside watch. From left to right are Chief Mate John Hannon IV, 3rd Mate Chris Robinson, 1st A/E Devin McNeil, C/E Ethan Barlow, 2nd A/E Brian Buckley, Captain Rafal Sluborski and 3rd A/E Victor Mashevsky.



The banner draped atop M.E.B.A. Headquarters for several months last year touting the 150th anniversary of the greatest maritime union in recorded history.





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.”

ELIJAH ALEXIS

Elijah Alexis sailed into another life on April 20, 2025 at the age of 77. Elijah sailed as a merchant mariner during a career that spanned decades. Known for his professionalism, steady seamanship, and dedication, he retired from sailing in 2006, leaving behind a respected record of service and commitment to his craft. Elijah is survived by many family and friends.

RICHARD HOLDEN ATKINSON

Richard Atkinson set sail for uncharted waters on July 26, 2025, at the age of 78. A dedicated mariner, he spent his career at sea, standing his watches with skill and quiet resolve, and earning the trust of shipmates who depended on him. After retiring, he made his home in Jacksonville, FL where he enjoyed life ashore while never losing his deep connection to the water. He is survived by many family and friends.

JOSZEF BALLA



Joco Balla found his safe haven on July 19, 2025, at the age of 75. A lifelong mariner, he spent his years answering the call of the sea, earning the respect of shipmates

who knew him as steady, capable, and true. Whether standing watch or sharing stories ashore, Joco carried the quiet pride of a sailor who had crossed many waters and weathered many storms. He is now at rest in calm seas and fair winds, remembered fondly by all who sailed alongside him.

PATRICK FRANCIS BALLANTE

Pat Ballante eased into eternity on August 12, 2024, at the age of 72. A dedicated mariner, Pat spent many years at sea, navigating the world’s oceans before retiring in 2000. He was a resident of Pearblossom, California, and was a family man — devoted husband, loving father to two daughters and two sons, and a proud grandfather. Pat’s life was marked by adventure, hard work, and the warmth of those he held dear.

RICHARD BRIAN BARTLETT



Richard Bartlett reached his final anchorage on November 17, 2025 at the age of 67 in Stuart, FL. Richard had a remarkable career spanning marine captaincy and ship engineering. His exceptional engineering skills were complemented by his warm and generous nature, which was evident in his extensive

network of friends along the eastern seaboard. Inspired by his older brother Bruce, he pursued commercial fishing. Richard eventually became the captain of a commercial long-line fishing vessel. Prior to that he worked in the sport fishing industry. He honed his engineering skills in the machine shop at McAllister Towing under the guidance of his father, Carl. Many of his engineering abilities were self-taught, with Carl playing a significant role in shaping his expertise. He was Chief Marine Engineer at Boston Marine Transport for 35 years. His exceptional mechanical aptitude made him one of the most sought-after marine diesel technical engineers. In his free time, Richard cherished taking his family and friends on adventures on his beloved 28-foot boat, *Guide On*. He leaves a hole in the hearts of those who survive him: his father Carl Bartlett, his wife and soul mate Tami Bartlett, sister Cheryl Wiley, brother Gerard Bartlett his sons Hunter Bartlett and Harlee Bartlett and grandson Jaxon Tanner Bartlett. In addition, his step-son Tyler Jamison, step-daughter Megan Smith and grand daughters Keelin, Kaliyah, and Kaiya, his nephews Travis Bartlett and Max Bartlett, his former spouse Connie Bartlett, and many loving family members including his close-knit group

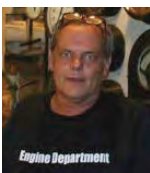
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of cousins and so many wonderful friends from every phase of his life.

KENNETH R. BEASLEY

Ken Beasley answered the final call of the sea on December 20, 2025 at the age of 69. A longtime member and dedicated marine engineer, Ken sailed faithfully from 1980 until his retirement in 2016, earning a reputation as a hardworking professional who kept his vessels running smoothly. His years at sea were marked by skill, reliability, and quiet pride in his craft. Ashore, Ken was equally committed to fellowship and service. He was a member of the Fraternal Order of Eagles, Seattle Aerie #1, and the Benevolent and Protective Order of Elks, Lake City Lodge #1800, where he found camaraderie and community beyond the rail. He is survived by many family and friends.

KEVIN BEHEN



Kevin Behen sailed beyond charted waters, answering the final call of the sea after a life defined by service, seamanship, and devotion to his fellow mariners. A proud seagoing engineer and longtime M.E.B.A. member, Kevin served the Union as its Tampa Representative from late 2004 through 2010. Before officially taking the reins, he was a familiar and trusted presence at the hall, often filling in for Art Hemmings and ensuring the needs of members were met with professionalism, fairness, and a steady hand. Beyond his union work, Kevin remained deeply connected to maritime history and heritage. He volunteered aboard the WWII museum ship AMERICAN VICTORY in Tampa, Florida, generously giving his time and expertise to preserve the legacy of the merchant mariners who served before him. For Kevin, the sea was not only a career, but a calling — one that honored both past and present. Kevin will be remembered as a dedicated engineer, a steadfast union brother, and a mariner whose compass

always pointed toward service. He is survived by many family and friends.

DAVID H. BLAKE

David Blake sailed to safe waters on November 24, 2025 at the age of 79. David spent his working years at sea, standing watch with professionalism and pride in his calling. He was known as a dependable shipmate and a steady presence aboard, earning the respect of those who sailed with him. He retired in 2004. David's life reflected a deep connection to the sea and the maritime tradition, and he will be remembered with honor by his family, friends, and union brothers and sisters.

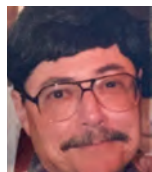
RONALD JOSEPH BLANCHARD



Ron Blanchard cleared the final waypoint on October 5, 2025 just a couple of weeks shy of his 91st birthday. Born in Biloxi,

Mississippi, Ronald went on to enlist in the U.S. Navy as a "Frogman" then proudly served in the U.S. Merchant Marine. Ronald was a true man of the sea, having navigated the world three times. In 1962, he married his love, Evelyn Breckenridge and from their union, they were blessed with five boys. Ronald was a wonderful provider for his family and was a very generous man to all. He was also tough as nails and known as a man's man. He loved his family, his cigars, his Harley Davidson, sports, and his Orange County Chopper truck. He is survived by his sister, Karen Newbill; children, Charles Bruce, Paul Bruce, Richard Blanchard, Ronnie Blanchard, and Clyde Blanchard; and a host of grandchildren, great-grandchildren, nieces, nephews, and many friends.

ROBERT VINCENT BRADLEY, SR.



Robert Bradley took his final watch on December 23, 2025 at the age of 82. Known to those who loved him as Pa Pa, Papi, Papi Dapi, and the world-renowned grouchy butt, was stubborn in the best way, endlessly

funny, and incredibly generous. A true character, he was quick-witted, to the point, and famous for his short phone calls that somehow still managed to say everything that needed to be said. He was a devoted family man who showed his love by always showing up. From ball games with his chair and peanuts to graduations and important milestones, he never missed a moment that mattered, even if he only stayed for a short while. His presence alone meant everything. He found joy in life's simple pleasures: a good cup of coffee, a bowl of popcorn, old country movies, and cheering on his beloved New York Yankees as a die-hard fan. He took great pride in his work ethic, his service, and above all, his family - children, grandchildren, and great grandchildren who were the center of his world. His absence will always be felt, but his spirit lives on in the memories and love he leaves behind. He will be remembered for his humor, his loyalty, and the quiet, steady way he showed his love. He is survived by his daughter Rhonda Denise Bradley-Baroody; sons Adam Lee Bradley and Robert V. Bradley, II; brothers Bill Bradley and Richard Bradley; eight grandchildren, Amy, Adam, Kendel, Richard, Jolene, Aleah, John, Robert; and eleven great grandchildren.

MICHAEL CLIFFORD COLLINSWORTH



Michael Collinworth found rest beyond the swell on January 4, 2026 at the age of 67 following a courageous and inspiring 4.5 year

journey through pancreatic cancer. His generosity and kindness knew no bounds. He was known around the world by many for his big heart and willingness to give the shirt off his back to anyone in need. Through his many acts of selfless love, he would go on to become the man his family and friends admired and adored, hoping and aspiring to follow in his footsteps. During his youth, if he wasn't taking things apart, he was jammin' on his guitar in local bands with his best



friend Stephen Gardner. He graduated from Maine Maritime Academy in 1980 with a Bachelor's Degree in Marine Engineering, and began what would become an incredibly successful career as a mariner. Out of School, he joined the M.E.B.A. and began shipping out on LNG vessels including the VIRGO. He and the VIRGO crew rescued Vietnamese boat refugees near death at sea, saving over 60 lives, a story documented in the film "Finding the Virgo." His later career included becoming a Lieutenant Commander in the Naval Reserve, working for Horizon Lines in numerous supervisory positions, and attaining the rank of Chief Engineer. In retirement, he spent his spare time subbing at Maritime Controls and overseeing projects for the Maine Maritime Academy training vessel. Michael met the love of his life, Cheryl Wheaton, in 1981, married three years later and had two kids. Even though Michael would be separated from his family for up to 6 months at a time while he shipped out, he never missed the important moments in his children's lives. Michael adored his family and was very proud of all their accomplishments. While marine engineering was Michael's vocation, his passion was making music as an accomplished lead guitarist in several rock bands, most notably Amethyst and Legend (the band recognized as "Maine's Best New Rock Band" in 1984), beginning in high school, performing all around the state of Maine, and continuing throughout a prolific career that culminated in the "Amethyst Reunion Concert" on July 13, 2024 in East Millinocket. Of the many musicians with whom he performed, most became lifelong and cherished friends. He is survived by his beloved wife and best friend of 46 years Cheryl; daughter Amy Collinsworth, son Aaron Collinsworth, mother Priscilla Collinsworth, and aunts Esther Morris, Betty Morin, and Beverly Morin. He is also survived by his five siblings: Darlene Rosebush, Roger Collinsworth, Mark Collinsworth, Beth Rider and David Collinsworth; many nieces, nephews and friends.

MATTHEW CORBETT

Matthew Corbett awoke to life immortal on July 31, 2025, at the age of 61. A Chief Engineer, he dedicated his career to keeping ships running safely and efficiently, earning the respect of crews who relied on his knowledge and steady leadership. Matthew spent many years as a port engineer for Patriot Contract Services, where his experience and problem-solving skills remained invaluable. A resident of Baytown, Texas, he is survived by many family and friends.

WILLIAM DONALD CRAWFORD

William Crawford followed the tide beyond the horizon at the age of 91. As a skilled and dedicated seagoing engineer, William spent his working life keeping ships running safely and steadily across the world's oceans. He retired in May 1997, closing out decades of service marked by technical skill, reliability, and pride in the engine room craft. Through long voyages and demanding conditions, William was known as a steady hand — someone who understood that the heart of any ship beats below deck. His career left a lasting imprint on the vessels he served and the shipmates who sailed alongside him.

STEVEN M. CROMBIE, SR.



Steven Crombie shoved off toward his eternal reward on May 26, 2025 at the age of 73. He was a lifelong resident of Winthrop, Massachusetts, and a snowbird in Fort Myers, Florida. Steve graduated from Winthrop High School in 1971. An avid hockey and football player, he carried his love for sports throughout his life. Steve went on to graduate from Massachusetts Maritime Academy in 1975 with a degree in Marine Engineering. After sailing supertankers with Maritime Overseas (specifically the OVERSEAS BOSTON) around the world for 25 years, he retired in 2001. But that was not the end of Steve's working days.

For the next 19 years, he worked as a park ranger for the Department of Conservation and Recreation (DCR), first with the marine unit and later at the Massachusetts State House. He loved rubbing elbows with the folks on the Hill. Steve was the man to know if you needed a parking spot at the State House! Retiring from that role just a few years ago, Steve embraced his newfound freedom, splitting his time between his two favorite places. He loved spending winters in the sun in Fort Myers, enjoying quality time with his grandchildren. In Florida, he could often be found at his condo or sitting proudly in his "director's chair" on Steven Jr.'s driveway, happily playing with his grandkids and any of their friends who came by. In Winthrop, his summers were centered around his beloved boat, the Claire-Karen II, docked at Cottage Park Yacht Club (CPYC). Steve devoted countless hours over many years meticulously maintaining his vessel alongside his brothers, sons, and nephews. "Wax on, wax off" was always a labor of love and a happy occasion because it meant it was time to drop the boat in the water. Hundreds of hours were spent with family and friends voyaging in and around Boston Harbor and the islands. Lovells Island was a favorite spot — the Claire-Karen II practically knew how to get there on her own. Steve's love of the ocean was instilled in him as a young boy, learning to sail at CPYC and later becoming an instructor. His parents, William ("Putt") and Claire Crombie, were instrumental in keeping all five of their children busy and nurturing a lifelong love of the ocean. Steve's approach to life was marked by two favorite phrases: "We can do this" and "It's not complicated." Whether tackling a project, helping a friend, or guiding his family, Steve brought a steady hand, a positive spirit, and an unwavering sense of simplicity and determination to everything he did. Whether he was "Papa" to Reese, Payton, and Maddox; "Uncle Steve" to his many nieces, nephews, and great-nieces and nephews; or "Hey Guy" to countless

continued

friends, Steve left an indelible mark on everyone he met. He is survived by his beloved wife, Nancy; his son, Michael Picardi; and his son, Steven Jr. He leaves behind his cherished grandchildren, Reese, Payton, and Maddox. Steve is also survived by his siblings: Bill and Pat Crombie, Mark and Carla Crombie, Karen and Joe Wyson and Brian and Sherry Crombie — along with many nieces, nephews, great-nieces, and great-nephews.

FRANK CZUBA

Frank Czuba joined the eternal fleet on January 11, 2025 at the age of 81. Frank put in many great years sailing in the Alaska Marine Highway System sailing as Chief Engineer. He was an excellent shipmate who had a long and productive career at sea, before his 2013 retirement. He is survived by many family and friends.

ARLINDO “BUTCH” DIAS



The spirit of Butch Dias was freed on October 22, 2025 at the age of 69. Butch will be lovingly remembered by his wife Kimberly,

children Jeremiah Dias, Sarah Cowles, Grace Dias Monteiro, Gabriel Dias, Justin Carioti, Lindsey Carioti and Brandon Carioti, grandchildren Caiden, Aspen, Amelia, Conrad, brother Tony Dias, sisters Gloria Cabral, Esther Williams, mother-in-law & father-in-law Joan & Russell Goodwin. He retired from the Union in early 2021 and settled down in West Palm Beach, FL.

PAUL SHERMAN DIONNE, SR.



Paul Dionne dropped anchor for the last time on September 17, 2025 at the age of 94. Born in Lowell, Massachusetts, Paul

was a proud graduate of Massachusetts Maritime Academy then went on to serve his country with honor as a U.S. Navy veteran. Following his military service, he joined the M.E.B.A and

worked himself up to Chief Engineer sailing on commercial liners and other vessels. Later he spent years as a Port Engineer with Sea-Land in Elizabeth, New Jersey, where he was employed for over 25 years before his retirement. Early in his career at sea, Paul met the love of his life, Elia while they were both working on the cruise ship SS ARGENTINA, operated by Moore-McCormack lines. The two married and shared 64 wonderful years together, raising a family that was the center of Paul's life and joy. He is survived by his devoted wife, Elia; his loving children, Paul L. Dionne, Vicky, Laura Dionne-McCracken, and Lynn Toomey. Paul was the cherished grandfather of Kaitlyn, Rob, Bryan Christopher, Hannah, Elyssa, Sarah, Matthew, Sophia, Maxwell, Mitchell, and great granddaughter, Elia Rose. Paul will be remembered for his devotion to family, his quiet strength, and his enduring love for the sea. His legacy lives on in the family he so dearly loved and the countless memories they will treasure.

DANIEL THOMAS DONALDSON



Daniel Donaldson reached his final heading on July 29, 2025 at the age of 75. Dan was a retired US Navy veteran (Master Chief) with a career that spanned

from 1969 to 1994. He also earned his Chief Engineer's and sailed around the world many times after he concluded his Navy years. He was a generous man with exceptional strength and character. Dan is survived by daughters Stefanie Fern Donaldson and Lisa Marie Donaldson, and granddaughters Sofie Mercado and Ivy Donaldson.

ANTHONY VEJARANO DRESDEN



Tony Dresden cast off mortal lines on August 5, 2025 at the age of 73. Born in Washington DC, he had an English degree from Georgetown University. Tony was a talented writer, a skill that shaped

his career. His experience working on Capitol Hill and for labor unions, most notably as Director of Public Affairs for the National Air Traffic Controllers Association, led to his role as a speechwriter for the Chairman and Ranking Minority Members of the Senate Budget Committee. He also wrote for three IRS Commissioners, agency secretaries, CEOs, and leaders of high-profile trade associations, non-profits, and advocacy groups. The last decade of his working years was spent as a partner in Jordan Dresden Communications, LLC, a strategic communications firm, with a focus on health and environmental issues. Tony was a kind and gentle soul, with a wonderful sense of humor. He traveled extensively throughout Europe and the Caribbean, and had a special love for Grand Turk, which was his favorite place to scuba dive. A boulevardier, he loved to take long walks, drink coffee with friends, and talk about books, articles, and the state of the world. He was extraordinarily generous and supported a variety of organizations dedicated to the most vulnerable, from animal welfare to human aid and environmental protection. He is survived by his brother Christopher Dresden. He will be remembered with love by his best friend, Joelle Jordan, of Alexandria, and his goddaughter, Ariel Jordan del Pozzo, of Quepos, Costa Rica. *Semper amatus, numquam oblitus.*

MICHAEL LEE EARLE



Michael Earle sailed beyond the horizon on August 22, 2025 at the age of 65. He died from injuries sustained from a freak accident

doing what he loved – working in the field. A leap year baby, Michael attended classes in building technology at Eastern Maine Vocational Technical Institute followed by his service to the U.S. Army as a heavy equipment operator in 1980. He found his calling in 1982 when he entered the Calhoun M.E.B.A. Engineering School and graduated in 1986. He spent many



years at sea and sailed on many vessels seeing the world from a perspective few will ever know. Michael worked ashore as an engineer in many places but most notably, he worked for Calpine Power (Rumford Power) until he accepted the role of Facilities Director at Backyard Farms in Madison, ME the position he retired from in 2023. Michael was everybody's friend, and no kinder soul has walked this planet. He had a smile that would light up a room and an amazing sense of humor. He enjoyed the outdoors and walks in the woods. He was a "jack of all trades" and stayed busy working at the many properties called "home." Michael loved being at camp on Lake Wesserunsett and out on the boat cruising the shoreline. He loved home on 'the hill' where there were many fires in the pit in the backyard. And he loved his home in Florida where he enjoyed tinkering and taking his daily trips to Home Depot for "something". But nothing made him happier than his family. He married Ida Gagnon on Oct. 23, 1993, and together they raised their three boys, Brady, Ryan and Michael. In 2022, he became "Bumpa" to Weston Wayne and to Millie Jayne in 2024. Weston and Bumpa shared many hours playing with tools, kicking balls, throwing rocks and so many things. His passing will leave an unimaginable void on us all. He is survived by his wife of 32 years, Ida; sons Brady Burkhart, Ryan Burkhart and Michael Earle; his grandson, Weston Wayne and granddaughter, Millie Jayne; his mother, Mary Earle; sister, Dawn Earle Bearor, brother-in-law, Stephen Bearor; niece, Erin Dore, nephews Casey and Christopher Bearor and Robert Harville; and many cousins; close friends and neighbors.

PETER FILECCIA, JR

Pete Fileccia steamed into the sunset on June 8, 2025 at the age of 66. Pete was a Deck officer who had a long and stellar career at sea sailing around the world many times. He was a good shipmate and proud union member. Pete had lived in Massapequa, NY for the past 35 years and got to spend more time there after his 2017 retirement.

He is survived by many family and friends including wife Susanna.

MICHAEL GRAYOT

Michael Grayot steered toward the afterlife on April 11, 2025 at the age of 70. Michael's technical skill, reliability, and dedication kept ships operating safely and efficiently. Those who sailed with Michael remember him as a professional who took pride in his work and understood the responsibility that comes with keeping a vessel underway. His career reflected the quiet but essential role ship engineers play in global commerce and maritime safety. He retired in 1999 and is survived by many family and friends.

DONALD GUTLEBEN

Donald Gutleben made his final log entry on October 21, 2025 at the age of 83. He was a longtime member who plied the waves for years for various shipping companies, earning the respect of his shipmates and a good living. He retired in 1999 with a great pension and enjoyed the fruits of his labor.

CARLYLE WOODROW HATCHELL, JR.



Carl Hatchell reached the last waypoint on June 17, 2020 at the age of 77. Carl, otherwise known as "Butch" to his family, grew up in South Carolina and Florida. When he was seventeen, he joined the U.S. Navy and proudly served in Vietnam. Carl was awarded the National Defense Service Medal, the Vietnam Service medal with Four Bronze Stars, and the Republic of Vietnam Campaign Medal. After the Navy, Carl joined the M.E.B.A., lived in Japan and sailed merchant ships around the world as a First Assistant Engineer. He eventually settled in Hayward, CA until he retired. During his residence in the Bay Area, Carl took his mother to all 21 missions in California. Carl also visited Northern Nevada quite often to be involved in the billiards culture. He later relocated to Northern Nevada and briefly

worked for the Carson City Public Works Department. Carl's passion was billiards whether he was a student, teacher, spectator, or participant. Carl never met a stranger and he is famous for his stories. Carl will watch over all of us until we meet again to play a spirited game of 9-Ball. He is survived by his sister Margaret Gary.

RONALD HAYASHI

Ron Hayashi reached the farthest horizon on January 1, 2025 at the age of 76. Ron plied the waves for many years, in a productive and profitable career that wound down with his 2003 retirement. He is survived by many family and friends.

FRED HEYWOOD, III

Fred Heywood rode the eternal tide on May 31, 2025 at the age of 79. Fred was born in Fall River, Massachusetts and was a 1966 graduate of Massachusetts Maritime Academy. He had a 24-year career as a mariner, between 1966-1990, distinguishing himself in vessels around the world. In Port Townsend, WA he met and married Bonnie. He worked at her design business in Port Hadlock, Paradise Interiors, from 1990 until its closing in 2002. Fred and Bonnie enjoyed their cats and golf, especially at Discovery Bay (formerly Chevy Chase) Golf Club, near their home in Cape George, Washington. Fred is survived by sons William and Grant, and one grandson. Bonnie is survived by four children: Amy, Tim, Joe and Tom, eight grandchildren and two great-grandchildren.

EARL G. HICKS

Earl Hicks crossed into infinite waters on November 2, 2025 at the age of 95. He served in the U.S. Army through Korea before joining the M.E.B.A. and shipping out around the globe. Earl put in many good years with the Union working for various shipping companies across the world's sea lanes. He hung up his boiler suit in 1993 and settled down in Calverton, NY.

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CHARLES HOLT

Charles Holt sailed beyond the headlands on November 19, 2025 at the age of 84. A dedicated marine engineer, he spent more than 20 years at sea, standing watch with skill, reliability, and pride in his craft. Charles retired in 1992, leaving behind a career marked by hard work and commitment to the maritime profession. He will be remembered as a steady shipmate and union brother whose service helped keep commerce moving and crews safe. May he now find fair winds and following seas on his final voyage.

ERNEST LEE ROY JOHNSON

Ernest Johnson found safe passage to the beyond on October 16, 2025 at the age of 92. He was a longtime member who strung together many successful years with the Union. Ernest retired from the sea in 1998 and settled down in Cottonwood, AZ. He is survived by many family and friends.

RICHARD F. JOHNSON



Richard Johnson was promoted to glory on July 28, 2025 at the age of 95. Better known as "Butterbean," a

nickname given to him in his high school boxing days, he was born and died in Tomahawk, WI. He was proud to say that his marriage to Marilyn lasted 71 years. They lived in Texas for 34 years and retired to Wisconsin in June of 1991. Richard attended the University of Houston and graduated with an engineering degree. He served in the U.S. Navy where he spent two years as an ensign in the Navy during the Korean War before being promoted LTJG. He stayed in the Naval Reserve for several years and was promoted to LT. He spent a year and a half as a professor at Texas A&M at the Maritime College in Galveston, TX, and returned to sailing ships as Chief Engineer until he was appointed Port Engineer in the Houston-Galveston area with Lykes Bros. Steamship Co. He enjoyed hunting geese and ducks and loved trapping and fishing and

told stories of his many adventures. He was a lifetime member of the VFW, the American Legion, and the DAV. He proudly participated in the Funeral Honors Guard as a tribute to other veterans. Richard was a patriot who loved this country and his friends. Survivors include his loving wife, Marilyn Johnson, and his many nieces and nephews.

DONALD RICHARD JONES

Donald Jones crossed the eternal ocean on July 31, 2025, at the age of 81. A proud mariner, he spent his working years at sea, standing watch, answering bells, and earning the respect of those who sailed with him. After his sailing years were done, he retired to The Villages, Florida, where he embraced calmer waters while still carrying the sea in his heart. He is survived by many family and friends.

WILFRED JONES



Wil Jones sailed toward smoother seas on May 15, 2025, at the age of 69, in New Orleans, LA. He was a longtime engineer, M.E.B.A.

Union official and all-around good guy. Wil started sailing as a forty-year old wiper and within a little over four years sat for his 3rd A/E License. He went on to sail on tankers and aboard LMSRs. He was appointed as the Representative at our New Orleans hall in 2006 and later took on Dispatcher duty. He later served as the Patrolman in the hall. Wil had a huge passion for traveling the world and enjoyed cycling, diving and photography. He will be greatly missed by many he left his mark on. He is survived by his children, Candace Jones and Wilfred Jones II. He leaves behind his beloved siblings, Joseph Jones Jr., Betty Brown, Ernest Jones & Gloria Santos. He is also survived by nephews and nieces Jabari, Keisha, Nathan Jr, Allen, Rahsaan, Evongela and Cara in addition to many other relatives and friends. He had a small ceremony in Guatemala where his ashes were spread in a volcano.

RICHARD ROBERT KABISCH

Richard Kabisch berthed at his final destination on October 7, 2025, at the age of 73. A resident of Jacksonville, Florida, Richard spent his life answering the call of the sea. Known as a mariner who took pride in his work and the ships he sailed, he will be remembered for his steady presence, quiet dedication, and the long wake he leaves behind among those who sailed with him. His voyage may have ended, but his watch will not be forgotten.

DANIEL KANE

Daniel Kane was loosed from his moorings on April 10, 2025 at the age of 87. Sailing as a mariner through decades of change in the industry, he was part of a generation that understood the demands of life at sea and the importance of teamwork, reliability, and experience. He retired from active service in 1992, concluding a career marked by commitment and hard work. He's remembered by shipmates for his years of service, expertise and a life shaped by the sea. He is survived by many family and friends.

ROBERT J. KENNERLEY

Robert Kennerley shipped off to the source on February 24, 2025 at the age of 76. He sailed on a variety of vessels that took him around the globe many times. Bob retired in 2013 and was never shy about telling people about his seafaring exploits. He is survived by many family and friends.

FRANCIS MICHAEL KINCAID



Frank Kincaid sailed over the far horizon on January 19, 2025 at the age of 74. He grew up in West Virginia and proudly served

in the U.S. Navy aboard the USS LITTLE ROCK for four years. After his honorable discharge, Frank attended Blue Hills Regional Technical School in Canton, Massachusetts, where he studied carpentry. He worked as a carpenter until the age of 30, when he

chose to further his education at the Calhoun M.E.B.A. Engineering School in Baltimore, Maryland. As a member of the M.E.B.A., Frank sailed around the world many times and had priceless and colorful tales of the sea while he helped fuel America's economy and promote national security. Frank was a devoted family man and is survived by his loving wife of 53 years, Linda. He also leaves his daughter Cyndi Kincaid; son Sam Kincaid, and daughter-in-law Kelly Kincaid. Frank was a very proud grandfather, affectionately known as "Poppy" to his grandchildren Kayla Lynn Kincaid; Allison Nicole Pacheco and Matthew Francis Pacheco; and his great-granddaughter Sofia Nicole Ray. He is also survived by his beloved dog and loyal companion, Gracie. In addition to being a proud Navy veteran, Frank was an active member of the Disabled American Veterans and the American Legion. Frank's interests included motorcycling and RV traveling. Above all, he treasured time spent with family and friends, especially his in-laws Sharon and Dave LeBeau; Jack and Jacqui Kenneally; Joyce Kenneally, and his closest friend Eugene Gordy and his wife Malinda.

JOHN PHILIP KOZLOWSKI

John Kozlowski made his last muster on October 14, 2024, at the age of 75. A resident of Port Lavaca, Texas, John spent his working life at sea, earning his living as a mariner and answering the call of the waterfront with quiet pride. He is remembered as a steady hand, a shipmate you could count on, and a man whose life followed the tides he knew so well. Fair winds and following seas.

WILLIAM BERT LANGLEY

Eight bells rang for long-time member, instructor and Union official Bill Langley on June 19, 2025 at the age of 81. Affectionately known by some as "Doo-Lang," Bill was a Kings Point graduate (class of 1966). Soon enough, he was an Instructor at the Calhoun M.E.B.A. Engineering School in its early years when it was located on Light

Street in Baltimore, MD. During that time, he also attended nearby Johns Hopkins University and earned a Master of Science. Later on, he joined the ranks and sailed deep-sea on a variety of vessels including RO-ROs, containerships, tankers and LNG vessels. He sailed as Chief Engineer aboard the LNG CAPRICORN for years. That's where Gordon Ward, Joel Bem and Larry O'Toole recruited him in their effort to unseat the Gene DeFries administration that was engineering a merger of the M.E.B.A. and NMU pension plans. Bill joined the fledgling Members Advocating Democracy (MAD) Committee and was elected as the Wilmington Branch Agent in 1990. He and others spent the next year ousting control of the Union away from DeFries officials. After the rebirth of the Union, new elections were held and he was voted in as the Union's Executive Vice President in San Francisco, where he served until the end of his term in 1995. After another five years at sea, he retired from sailing and enjoyed golfing at his home in Lincoln, California. Bill was not married at the time of his death at a Lincoln memory care facility. He is survived by his son John Langley (Kings Point class of 1992) and daughter Donna Holtz.

MICHAEL PETER LINDQUIST

Michael Lindquist embarked on his final passage on August 22, 2025 at the age of 74. A lifelong seafarer, he was known as a dependable shipmate who took pride in his craft and the vessels he served aboard. Michael formed lasting bonds with crewmates. Whether underway or ashore, he carried himself with humility, reliability, and a deep sense of responsibility. He is survived by many family and friends.

GLENN R. LOOMIS

Glenn Loomis ended his earthly career on July 18, 2025 at the age of 74. A 1971 graduate of Massachusetts Maritime Academy, he put together a solid career turning wrenches and performing engine room miracles. Glenn looked back at his M.E.B.A.

career proudly and was never shy about telling his friends and family about his days conquering the sea.

EDWARD CARL LUCIC, JR.

Edward Lucic joined the watch eternal on December 21, 2025 at the age of 77, closing out a lifetime spent in service to the sea. He devoted many years plying the waves as an Engine Officer, standing watch through countless voyages with professionalism, skill, and quiet pride. Edward retired from seagoing service in 2013, leaving behind a career defined by reliability, dedication, and the steady heartbeat of the engine room. He'll be remembered as a mariner who answered every call with resolve and carried the traditions of the sea with him until the end of his voyage. He is survived by many family and friends.

MARK JESSE LUND



Mark Lund sailed into the sunset on October 22, 2025 at the age of 64 at his home in Seabeck, Washington. Mark spent his final days doing what

he loved most — playing cribbage, rooting for the Seahawks, and working alongside his sons. Mark will be remembered for his adventurous spirit, deep love of the water, and his talent for finding "shortcuts" that almost always turned out to be anything but. From an early age, he threw himself into sports and community — sailing and participating in Boys State — pursuits that eventually led him to the U.S. Merchant Marine Academy where he played rugby, was a four year varsity member of the wrestling team, and graduated in 1983 with a double Bachelor's in Nautical Science and Marine Engineering, holding the midshipman position of Company Executive Officer. After graduation, Mark made his way to the West Coast, where he began a remarkable, nearly 40-year maritime career that took him across the globe — from factory trollers in Alaska to humanitarian relief efforts around the world. His

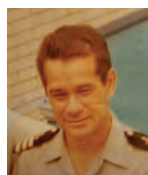
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final professional journey circled the Pacific Ocean, a fitting close to a life spent on the sea. When home on land, Mark was happiest surrounded by family and friends. Whether he was cheering from the sidelines at his sons' games, swapping stories over dinner, or traveling across the country for family events, he approached every moment with humor, warmth, and generosity. His love of adventure and exploration was contagious, inspiring those around him to chase experiences and embrace life fully. In retirement, Mark found joy in what he called his "brewery and ski hill tours," traveling the country to find fresh powder and good company. He was known for making friends on chairlifts, sharing snacks and stories with anyone who crossed his path. Mark was a devoted member of Silverdale Lutheran Church since his family's move to the Kitsap Peninsula in 1998, where he found community, support, and faith both at home and while at sea. Mark's memory will live on in the hearts of all who knew and loved him. He is survived by his sister Nancy, sons Alex and Evan, daughters-in-law Katlyn and Meagan, nephew and nieces Chris, Erin, and Elise, and beloved grand-dog, Dozer.

SCOTT MACKAY

Scott MacKay sailed home with the tide on July 19, 2022, at the age of 51. Scott was tied to the sea, and served his jobs with skill and dedication, earning the respect and friendship of all who toiled beside him. He was a devoted family man, cherished by his loved ones, and known for his generous spirit, steady hand, and warm heart. He is survived by many family and friends.

LUIS GILBERTO MALTA



The Creator rang down 'finished with engines' for Luis "Louie/Lucho" Malta on February 28, 2025 at the age of 92. Louie's passion

for the water began as a young man working with his father on his family-owned fishing boats. He was born and raised in Quayaquil, Ecuador.

Shortly after he married his beloved Rosa, they moved to the U.S. with a final residence in New Orleans. After a couple of years in New Orleans, he began his seafaring career with the SIU. After some time, Louie decided to further pursue his career at sea with the M.E.B.A. He worked his way up through the hawsepipe and ultimately earned his Chief Engineer's license. He sailed as Chief for years and also put in some great work as a Port Engineer. He sailed with the M.E.B.A. for 26 years and crossed the globe many times in both peace and war. He spoke seven different languages fluently. Louie's hobbies included individually designing and hand crafting multiple styles of marine vessels, fishing and crabbing. The beloved husband of 67 years to Rosa, he is also survived by children Monica Thurmond and Luigi Malta; grandchildren Ashley and Chelsie Thurmond, Ericka Poole, and Giovanni Malta; and great-grandchildren Cullen, Brennan, and Nora Kate Poole; Tom Thurmond and many other loving family and friends, and his faithful canine companion, Bambina.

LEO D. MANOR

Leo Manor shipped off to where seas are always fair on December 4, 2025 at the age of 90. Leo devoted his working life to the sea, serving with skill, discipline, and pride in his craft. A longtime resident of San Antonio, Texas, he retired in 1998 after a career marked by hard work and reliability. Known as a steady hand in the engine room and a trusted shipmate, Leo earned the respect of those who sailed with him. He is survived by many family and friends.

THOMAS JOSEPH MANZO JR.



Tommy Manzo set sail on his final voyage on March 21, 2025 at the age of 81. He loved to travel. His adventures started

as a boy scout and then later as an explorer. He traveled throughout the U.S., Cuba, Mexico and Canada. Tom began writing and singing songs as a

young man. Tom continued writing and singing throughout his lifetime. He was a member of a band called, The Dematrons in the 60s cutting a few records and opening at rock n' roll concerts. He was also a member of the Barber Quartet in Toms River. Tom attended LeTourneau College, where he studied the Bible and engineering. He served in the Coast Guard and then started shipping as a commercial mariner working for Mobile in the Seychelles in East Africa. Upon returning to New York, Tom sailed in the Staten Island Ferry system as a Chief Engineer. He also worked alongside his father and brothers for the family business. Every Christmas, Tom was a volunteer Santa in his community going from house to house dressed as Santa giving out presents. He really looked the part after he grew out his big white beard and kept his hair long. Tom will be missed by many. He was active in churches throughout Staten Island and New Jersey. He was a member of Gideons International where he shared the gospel and distributed bibles. In Staten Island, he attended Liberty View Baptist Church. Surviving is his son Tre', daughter Anna-Marie, grandchildren Gabriel, Madilyn, and Ellie, loving Aunt, Cathrine L. Cangro, sisters Anne Morris, Diane, Michele McCollum, Jean, brother Fred, 12 nephews & nieces, 15 great nephews & nieces and 1 great great niece.

JOSEPH MARONEY

Joe Maroney sailed past the edge of the chart on October 23, 2025 at the age of 75. A dedicated mariner and proud union member, Joe spent more than 20 years sailing under the union banner, standing watch with skill, reliability, and commitment to his fellow shipmates. He retired in 2007 after a long and honorable career at sea. Known as a good mariner and a trusted hand aboard ship, Joe embodied the values of professionalism and solidarity. He will be remembered with respect and gratitude by his family, friends, and union brothers and sisters.



THOMAS R. MCMULLEN



Captain Thomas McMullen sailed into the calm beyond on January 9, 2026 at the age of 78. Tom joined the U.S. Navy in 1967

and went into the submarine service, serving on both ballistic missile subs and fast attack (hunter-killer) subs until 1972. On March 27, 1981, Tom married the love of his life, Susan Cortese. Together they raised two sons, building a life around shared values, love, family, and adventure. Following his military service, Tom continued a distinguished career as a Merchant Marine officer, retiring as a captain, a profession that suited his lifelong connection to the water and his strong work ethic. Tom was involved in the maritime community and veteran organizations. He was a proud member of VFW Post 6695 and Vietnam Veterans of America Chapter 528, both of Plymouth. He was also a member of ISMA Lodge No. 7 for 46 years, serving in various capacities. In 2011 he served as Grand President of the Grand Lodge, an honor that reflected the respect he earned from his peers. He loved exploring the world with his family. He enjoyed trips to Russia, visiting all 50 states and especially the Florida Keys, where he spent time fishing, diving and operating charter boats until his graduation from Key West High School. When not traveling, he could often be found on the golf course, enjoying the game he loved. Tom was an avid reader who enjoyed history, philosophy and spirituality. He also had fun playing with his grand-dogs George and Henry. Thomas will be lovingly remembered by his wife Susan; sons Derek and Jeffrey; siblings Mike, David and Joel; and his siblings-in-law Patrick Cortese, Michael Cortese, Linda Williams and Ralph Cortese. He also leaves behind many nieces and nephews.

RICHARD K. MCPHAIL



Rick McPhail set off in peace on the eternal ocean on April 17, 2025 at the age of 62. He spent his entire adult life serving his country in

the U.S. Navy and Merchant Marine. From the age of 17 until retiring in 2021, he traveled the world as Chief Engineer on numerous vessels including the MISSISSIPPI QUEEN. Rick was a highly intelligent man. Using his gift of mathematics, he could draw blueprints and build about anything he set his mind to. He was very proud of always being able to provide well for his family and adored his wife and granddaughters, who he loved cutting up with. He is survived by his wife Kimothy McPhail; granddaughters Shayanne Dotson, Keanua Dotson and Annabell Hill; father Richard McPhail and his brother David McPhail.

GEORGE V. MIGAY

George Migay dropped anchor in the great beyond on August 12, 2025, at the age of 82. He spent years at sea before retiring in 1997, closing a career marked by hard work, reliability, and pride in his craft. In retirement, George made his home in Brentwood, California, where he enjoyed the rewards of shore life while remaining forever tied to the sea. He is survived by many family and friends.

WILLIAM MILLER

Bill Miller made his eternal crossing on September 26, 2024 at the age of 72. A mariner by trade and by spirit, he spent his working life answering the call of the sea, standing his watches with skill, reliability, and quiet professionalism. Those who sailed with him knew him as a steady presence in the engine room, someone who understood that the work of a ship is built on trust and teamwork. He now sails on calm seas and fair winds, forever part of the brotherhood of mariners who have gone before him.

H. ROBERT MITCHELL, JR.



Bob Mitchell Jr. began sailing smooth waters on February 7, 2025 at the age of 85. Bob moved to Michigan before his teens with

his mom and stepfather, Fred Baker. He graduated from St. John's High School and then set out for a life of exploration. He led a life of adventure and intellect. As a merchant mariner, he traveled the world, experienced diverse cultures and broadened his perspective. He spent most of his adult years in the Houston area before relocating to Pontiac, Michigan in 2015 to be closer to his siblings to lovingly harass them, which he did with enthusiasm. A passionate reader and history enthusiast, Bob possessed a wealth of knowledge that made him an engaging conversationalist. His extensive travels and love for learning often made him the most insightful person in any room. Bob is survived by his brother Herb Baker and sisters Julie Johncock and Martie DuBois. He will be deeply missed, especially by his family, who cherished him as a beloved older brother, and also by his long-term friends in Houston and his newer friends from his Elmhaven community. His memory will live on in the hearts of those who shared in his journey.

PETER MOORE

Peter Moore found the calm after the storm on March 14, 2025 at the age of 82. He had a long and prosperous career with the Union sailing around the world and earning the respect of his shipmates. Peter retired in 2005 and put his M.E.B.A. pension to good use. He is survived by many family and friends.

CHRISTOPHER S. O'SULLIVAN, JR.



Chris O'Sullivan, Jr. sailed into safe harbor on November 17, 2025, in Metairie, Louisiana, at the age of 73, after a courageous battle

continued

with cancer. A devoted husband, father, brother, and friend, Chris leaves behind a legacy of kindness, wisdom, and compassion that will be cherished by all who knew him. Growing up in a close-knit family, he learned early on the value of hard work, loyalty, and faith—principles that would guide his life and career. A proud graduate of the U.S. Merchant Marine Academy in the class of 1976, Chris pursued a life at sea and beyond with steadfast dedication. His passion for engineering and his skill in leadership led him to a successful career as a Chief Engineer, a position in which he earned the respect and admiration of colleagues around the world. Chris was also a proud M.E.B.A. member where he found lifelong friendships and professional camaraderie. Never one to rest on his accomplishments, Chris continued his education with an MBA from Loyola University, reflecting his belief in lifelong learning and personal growth. Whether at sea or ashore, his intellect and steady demeanor made him both a mentor and a role model to those around him. Chris was deeply rooted in his faith and an active parishioner of St. Benilde Church, where he found comfort and purpose through worship and community, becoming involved in the Finance Committee and Men's Club for St. Benilde Parish. He also enjoyed participating in the Irish Channel Marching Club, celebrating his Irish heritage with joy and enthusiasm each year. His sense of humor, understated wit, and warmth endeared him to everyone, from lifelong friends to those he had just met. Above all, Chris was devoted to his family. He shared a loving marriage with his wife, Cheryl O'Sullivan, whose unwavering support and love were the cornerstones of his happiness. He took immense pride in his two sons, Christopher O'Sullivan III and Michael O'Sullivan, guiding them with the same integrity and strength that defined his own life. Chris found great joy in his relationships with his siblings — Michael O'Sullivan, Dorothy Moody, Margaret O'Sullivan, Suzanne Anderson, and William

O'Sullivan — who will remember him for his generosity, his wisdom, and his laughter. The number of people who knew Chris is far too long to be listed and spans more than one country, but everyone who had the opportunity to know him came away the better for it. Chris's life was one of service—to his profession, his faith, and his family. His gentle spirit and thoughtful nature touched many lives, and those who had the privilege of knowing him will forever carry his memory in their hearts. Those wishing to honor Chris are encouraged to celebrate his life by extending kindness to others — a reflection of the values he lived by every day. In the quiet strength of his example and the enduring love of his family, Chris O'Sullivan's spirit will live on.

KELLY M. PEACOCK

Kelly Peacock found crossed the great divide on December 17, 2024 at the age of 68 in Wylie, Texas. Kelly was a Cal Maritime graduate before embarking on a 30-year seafaring career. After his 2006 retirement, he took a role in the Steam Plant at Western Washington University. He is survived by his wife Carol Peacock; daughters Kathryn Peacock and Rebecca Peacock; son Michael Peacock; sister Pat Peacock; mother-in-law Sandra Dean; granddaughter Charlotte Peacock; nieces Tisa Becker and Christy Peacock; and great-nephew Colt Peacock.

CLAUDIO PINEIRO



Claudio Pineiro slipped his moorings on August 14, 2025 at the age of 91. He was born in Beluso, Spain, on October 22, 1933, and immigrated to Staten Island, NY, in 1951, becoming a U.S. citizen six years later. He served in the US Army from 1957 to 1959 and worked as a helicopter mechanic at Fort Eustis in Virginia. Soon after, he joined the M.E.B.A. and went to sea. As a marine engineer, he worked on many ships sailing around the world, covering five

continents. Some of his vessels included the SS UNITED STATES, which set the transatlantic speed crossing record that still stands, and the BT ALASKA, where he greatly enjoyed the beauty of Alaska. After retirement, he earnestly began woodworking and created beautiful furniture for his family. In addition, he and his wife, Gloria, also had time to travel together, revisiting Claudio's birth home and family in Spain, as well as adventures like white water rafting down the Colorado River. Always believing in serving and giving back, he spent 10 years in the Andover Township Volunteer Fire Department and 20 years working for Northwest NJ Habitat for Humanity, including as their Board President, where he helped build homes and shared his immense experience and knowledge. Always being there for his family, he was tirelessly willing to help. Claudio, well-admired and loved by all he met, will be remembered for his passion for life, epic tales, sense of humor, ability to fix anything, resolute work ethic, generosity of spirit, care for his community, and unwavering love and devotion to his family. He is survived by his wife of 60 years, Gloria, daughters Ruth Pineiro and Judith Pineiro, son-in-law Christopher Poppe, and siblings Angelica Gavitte and Carlos Pineiro.

JOHN ERIK PERSSON



Erik Persson steered toward the horizon on March 5, 2025 at the age of 72. He graduated from Cape Elizabeth High School in Maine in 1971 and went on to build a career in marine engineering. He trained at the Harry Lundeberg School of Seamanship, earning his degree in 1977, and later continued his education with degrees from California State University School of Engineering and the Calhoon M.E.B.A. Engineering School. As a Watch Engineer on liquid natural gas vessels, he traveled the world. During his time in Japan, he met and married Sako Takahashi. They spent five years there before moving



to the U.S. with their firstborn in 1984, eventually settling in Poulsbo, WA. When he wasn't at sea, Erik put his skills to work as a talented carpenter and machinist, designing and building the family home. He had a love for live music, an eye for antiques, and a deep appreciation for the outdoors. He is survived by his ex-wife and friend Sako and their daughters: Hanako Okazaki, Chieko Persson and Michiko Persson. He also leaves behind his sisters Kris, Janna, Kiersta, and brother Fredrik. Erik will be remembered for his lifelong pursuit of knowledge, his craftsmanship, and the love he had for his family.

JAMES N. PFISTER



Jim "Sparks" Pfister crossed the eternal meridian on February 17, 2025 at the age of 79. Jim had a lifelong passion for astronomy and delighted in hosting "star parties," sharing his knowledge with friends, family, church groups, and civic organizations. A dedicated Boston Red Sox fan, he also found great joy in baseball. At the age of 15, Jim earned his Amateur Radio License, launching a career in communications that spanned decades. His work took him around the world aboard military vessels in service to the country, commercial ships, and an AT&T cable-laying vessel. Known by his ham radio call sign "NS1L," Jim organized blood drives for the Red Cross and participated in numerous ham radio competitions, earning awards and connecting with people across the globe. One of Jim's most memorable experiences was his role in coordinating the rescue of the MS PRINSENDAM carrying over 500 people, with no loss of life or serious injury, on October 4, 1980. As a radio operator aboard the oil tanker WILLIAMSBURG, he helped coordinate the response when the cruise ship suffered an engine fire and became stranded in the Gulf of Alaska. Amidst 25-foot swells and 50-knot winds, over 150

survivors were airlifted to safety in one hour, by the Coast Guard, aboard the WILLIAMSBURG during what became known as a "miracle rescue." Jim is survived by his wife of 23 years, Myrtle; his adult children; grandchildren; cousins; many friends; and his beloved cat, Lady, whom he adopted from a humane society.

WARREN PRINE



Warren Prine entered eternal waters on November 3, 2025 at the age of 72. A proud Chief Engineer and dedicated mariner,

Warren spent his career keeping ships running safely and efficiently, earning the respect of shipmates wherever he sailed. He was a strong union member who believed deeply in solidarity and service, and he participated in Union membership meetings and even served on the 2019 Financial Review Committee. He was a resident of Melbourne, FL. Warren will be remembered as a good mariner and a brother who stood watch with honor. He is survived by many family and friends.

BJORN ERLING RAMSKOG

Bjorn Ramskog set adrift into eternity on August 21, 2025, at the age of 81. A respected ship officer, Bjorn devoted his working life to the sea, serving with professionalism, skill, and quiet pride. Born in Norway, he carried his Scandinavian heritage with him throughout his life, shaping both his character and his deep connection to maritime tradition. He lived for many years with his beloved wife, Faye, in Norway and Sweden before the couple later made their home in Alabama. Bjorn sailed with Norwegian Cruise Line among other companies. His career was marked by steady leadership, sound judgment, and a dedication to safety and seamanship. After decades at sea, he retired in 2014. He is survived by his wife, Faye and son Glenn, among others.

ROBERT RETHEMEYER

Bob Rethemeyer began sailing smooth waters on March 26, 2025 at the age of 77. He put in a lot of good years at sea, flashing his engineering expertise and keeping ships running smoothly across the globe. He hung up his boiler suit in 2016 and settled down to retirement. He is survived by many family and friends.

ORVILLE ONNIE RISTOLA

Onnie Ristola journeyed to uncharted waters on April 2, 2025 at the age of 94. Onnie spent his years with a steady hand and a deep understanding of hard work, responsibility, and perseverance. Whether underway or ashore, he carried himself with quiet strength and humility, earning the respect of those who knew him and sailed alongside him. He was a resident of Carson City, NV and is survived by many family and friends.

TREVOR ROBINSON



Trevor Robinson found his eternal berth on May 24, 2025 at the age of 57. He was an active member, a skilled engineer and a good shipmate. He shipped out for a variety of companies and turned in a lot of good work aboard the LMSR USNS PILILAAU among others. Trevor is gone too soon and he's missed by many family and friends.

MICHELE SAN FILIPPO

Michele (Scooter Mike) San Filippo crossed into the infinite ocean on November 2, 2025 at the age of 98. Originally from Brooklyn, New York, he relocated to Massachusetts and sailed for over 40 years. Mike served in World War II and traveled the world working alongside companies, such as Chiquita Banana. After retiring to Tampa, FL in 1995, he became a fixture in his local community as Scooter Mike, sharing stories and keeping his neighbors connected and safe. He is survived by his daughter

continued

and son-in-law, sister, grandson and great grandchildren. He loved his neighbors and they loved him.

GEORGE SAN MARTIN

George San Martin charted a course to the beyond on January 13, 2025 at the age of 90. George put in a lot of good years at sea sailing around the world many times and earning the respect of his shipmates. He is survived by many family and friends.

JOHN L. SHETTLES, III



John Shettles logged his final entry on December 30, 2025 at the age of 84. He was a resident of Hammond, LA. John was a devoted

parishioner of Holy Ghost Catholic Church and a proud veteran of the U.S. Navy where he served for 20 years as a radioman and COB (Chief of Boat) aboard submarines. After retiring from the Navy, he spent 18 years sailing as a radioman, dedicating his life to service at sea. In retirement, John found joy on the open road, taking long drives and road trips with his family, never missing a chance to stop at every Stuckey's he passed. Family was always his highest priority. He was the heart and leader of family gatherings and was especially known for cooking Sunday morning brunch, a tradition cherished by all who shared his table. His faith, service, and love for family will be remembered always. He is survived by his daughter Stacy Fitzgerald; sons Lenny Dubuisson, Danny Dubuisson, Kenny Dubuisson; daughter-in-law Reba Dubuisson; grandchildren Stephanie, Melissa, Leonard III, Christopher, Christian, Ronald Jr. "DJ," Lacey, Karen, Kenneth, Bruce Jr. "Junior", Mikca; great-grandchildren Nevaeh, Aiden, Dominic, Carson, McKenzie, Dallas, Riley, Avery, Jasmine, Kycen, Rixton, Lynnlee, and Izaiah; and many nieces and nephews.

GARY LEE SMITH



Gary Smith sailed into the sunset on Jan. 15, 2026 at the age of 70. He was born at Bergstrom Air Force Base in Travis County,

Texas before his family moved to Dyess AFB in Abilene. As a youth, he joined St. James United Methodist Church and was very active in the Youth Group, where he made many life-long friends and met his future wife. While in high school, he worked at the Original Taco Bueno on S. First Street and was assistant manager at Whataburger. When his brother Steve (USN) returned from Vietnam, he convinced Gary to go with him to the Calhoun M.E.B.A. Engineering School in downtown Baltimore, MD. Gary successfully completed his sea year in 1976, graduated in 1978, and obtained his First Engineer's license soon after. During his 32-year career, he worked as an Engine Officer, achieving the rank of Chief Engineer at age 31, and sailed on many great old ships including the AMERICAN CHALLENGER, CHARLOTTE LYKES, THOMAS NELSON, ALMERIA LYKES MALLORY LYKES, LETICIA LYKES, RUTH LYKES, the OVERSEAS HARRIETTE, the LYKES NAVIGATOR, CP YOSEMITE and the PHILADELPHIA EXPRESS. He visited 72 countries around the world during that time and was a proud M.E.B.A. member. Gary married Dawn Elisabeth Longmire, the sweetheart of his youth on Jan. 14, 1982. They had no children, but they had 17 different dogs over the years, all of whom adored Gary. They lived in Abilene until he bought property in Coleman County in January of 2000. They built a house & moved into it in 2009. He retired in the Spring of 2010 and Dawn (former Abilene ISD teacher) retired from Bangs ISD in 2018. They loved to make each other laugh and were lifelong best friends, even when they weren't speaking to each other. They celebrated 44 years

of marriage on Jan. 14, 2026. Gary enjoyed telling and hearing great stories; he was a master storyteller, 99% of which were true. He had a gift for diagnosing and repairing any apparatus, motor or engine. He enjoyed scuba diving, hunting, fishing, raising & training Labrador Retrievers & English Pointers, and trying new & different cuisines & wines. He hated mountain Junipers (aka Cedars) & mesquite trees and took great pleasure in ripping them out of the earth. He had great love for his family & friends. He was a man of his word and a very loyal friend. He also loved learning anything new and learning how to do it perfectly. He is survived by his brother Steven D. Smith; sister Candace Renee Martin; brothers-in-law Steven Longmire, Christopher Longmire and Christian Longmire; niece Ashley Star Martin; niece Anna Smith Bankston; nephew Lieutenant Commander (USN) Joshua A. Martin; nephew Travis Smith; niece Caitlin Martin Harte; nephews Casey Longmire and Clayton Longmire; nieces Lorelei Longmire and Hazel Longmire; and numerous great-nieces/nephews, cousins and friends.

GREGORY THOMAS SMITH

Greg Smith sailed into glory on April 17, 2025 at the age of 63 in Seattle, WA. He was a proud M.E.B.A. member and served as Chief Engineer on the OVERSEAS HOUSTON. His distinguished maritime career spanned ferry and cargo transportation companies across Florida, Washington, and California, including work with Matson. His commitment to engineering excellence and safety was evident throughout his professional life. Outside of work, Greg embraced life with a spirit of adventure. He was an avid scuba diver and licensed small plane pilot from a young age. He and his wife of 10 years, Efendy, shared a deep love of travel, exploring destinations together including Portugal, Paris, the Caribbean, and Canada — creating memories that reflected their strong



bond and partnership. Greg and Efendy built their life together in Florida, where they created a home filled with love, laughter, and shared purpose. Greg often spoke of Efendy as the great love of his life and valued the strength of their marriage deeply. He will be remembered for his adventurous spirit, unwavering professional dedication, and the deep affection he held for those closest to him. Among others, he is survived by Efendy, mother Dottie Smith and sister, Melinda "Lindy" Henshaw.

PAUL M. SMITH

Paul Smith reached the end of the line on January 3, 2025 at the age of 75. Paul was a dedicated husband and loving father to his children and grandchildren. He was proud of his lengthy career at sea where he sailed as Chief Engineer. He enjoyed long rides in his jeep and taking trips to the mountains. He was a resident of West Mobile, AL. On a typical Saturday, you could find Paul at a Florida State Seminoles football game. He is survived by his son Scott Smith; grandchildren Layne, Herman, Hannah, Danielle, Victoria and Carolyn.

MARY STARITA



Mary Starita laid down her watch on January 8, 2026 at the age of 73 following a six-month battle with cancer. Those

who cycled through M.E.B.A.'s New Orleans Union hall at any time since the early 1980s will remember her as the Plans Representative, who made sure members in the Big Easy stayed on a steady course with their benefits and plans. She spent over 40 years with the M.E.B.A., and was a mainstay at the NOLA hall, working in 11 M.E.B.A. administrations including that of Jesse Calhoon who hired her in 1983. She lived in Metairie, Louisiana and retired in 2024. Mary had one son, Vince, and a granddaughter, Ava, who she cherished. She had a love for all

animals but especially felines, including her own cat Nivu. In her spare time and during retirement, Mary enjoyed creating seasonal wood crafts and was grateful for all the interactions and friendships with her M.E.B.A. family. Mary is well-remembered and missed.

HANS STILLER

Hans Stiller shipped out toward the great unknown on April 5, 2025 at the age of 83. He sailed on various vessels and was a mainstay at the Golden Gate Ferries in the San Francisco Bay area. Colleague Patricia Noel noted that Hans was known as the "nicest guy in the world," a gentle soul who always tried to do the right thing. Funny, hard-working and reliable, he played the violin and was loved working with boats and being on the water. He retired in 2006.

WILLIAM PEACH TAYLOR



Bill Taylor sailed off to his final port of call on February 13, 2025 at the age of 96. A Massachusetts product, he was born

in Osterville and lived much of his life in Marblehead. Bill began his life at sea at the young age of 16 when he lied about his age so he could join the cause against the Nazis by shipping out as a merchant mariner in WWII. He estimated that he traveled the equivalent of three trips around the world during his 40 years at sea. He made many harrowing missions to Africa, South America and Vietnam during the war. He was a spout of knowledge and loved to recount his many colorful tales of the sea. Bill joined the Army in 1955 and served at Fort Eustis, Virginia in Co. C, 110th Division as Private First Class on the Rifle Squad. He received the Good Conduct Medal and was honorably discharged in 1956 with awards for his sharpshooting abilities. He was an Expert Rifle M-1 and carbine shooter. While at sea, Bill would occupy his time by drawing and carving

birds. He was a master of his craft, winning many awards for his work and did several commissioned pieces. Bill loved nature and the outdoors. Some of his best times were spent on Tinker's Island where he and his wife, along with two other couples shared a camp. They spent many summers carrying supplies by boat to the island and making many improvements to the camp. He enjoyed sitting in his backyard with a beer in hand watching the clouds, feeding the turkeys that visited him several times a day, the pheasants he raised, and wild birds and animals that visited. Bill was also well known at the metal bin and swap shed in Marblehead. He salvaged bicycles, grills, snow blowers, lawnmowers anything that needed repair. He would spend hours in his workshop getting them repaired so they became like new. There wasn't anything he couldn't get running again. He always said everything he brought home was "brand new," even if it was broken and covered in rust. Bill was a 32-degree Mason of Philanthropic Lodge of Marblehead, the Valley of Salem, Scottish Rights and the Aleppo Shrine Temple and Shriner's Hospital, and the North Shore Shrine Club. He is survived by his stepdaughter Margery Ann Gallo Armstrong, son-in-law Paul Armstrong, two nieces, Melinda Doane of Beverly and Gail Maki Lockard of Salem.

HENRY TERRY

Henry Terry concluded his earthly visit on June 5, 2025 at the age of 70. Henry put in a lot of good years at sea and was a valued engineer, shipmate and good Union brother. He hung up his boiler suit in 2009 and enjoyed his well-deserved pension. He is survived by many family and friends.

JAMES E. THIBODEAU



Jim Thibodeau was released from his earthly bonds on March 27, 2025 at the age of 83. He was a graduate of Maine Maritime ('64)

continued

then spent years shipping all over the globe. Jim spent his free time hunting, skiing, and attending local sporting events. Many hours were spent fishing, which was Jimmy's true passion along with tying flies. He helped establish the Kennebec Valley Trouts Unlimited. After retiring, he became a flyfishing guide in Maine and Montana. He is survived by his brother, Bernard, as well as many nieces, nephews; and special friends.

PATRICK ALEX TOMASZEWSKI



Patrick Tomaszewski completed his final log entry on December 7, 2025 at the age of 73. Born in São José dos Campos, Brazil, Pat

graduated with a degree in mechanical engineering from the University of Washington. He moved to Seattle when he was five and quickly took to life as an American and an adventurer. He achieved the rank of Quartermaster in Sea Scouts, sparking his interest in being at sea. He had an impressive career as both a marine engineer and a port engineer. Patrick was passionate about ships and exploring new places. He was an avid reader, history buff, hiker and a big fan of music, classic movies, sudoku, sports and being outdoors. Patrick was a loving husband to Elizabeth Yarrington, whom he met when he was nineteen. They married in 1980 and had two children, Bridgid and Sean, as well as many pets over the years. As the oldest of six kids, Patrick was a devoted patriarch to his siblings and their children. He really enjoyed spending time with everyone when his work permitted it. He is survived by children Sean, Bridgid and son-in-law Aryaveer, sisters Barbara and Angela, nieces and nephews Alek, Gillian, Peter, Emma, Patricia, Christina, Alex, Sophia and Mark, in-laws Mary, Marty, Shirley, and extended family in Australia, Poland and the UK. He will be greatly missed and forever loved.

ANDRES TORRES

Andres Torres crossed the sea's last boundary on January 8, 2026, at the age of 92, bringing a long and honorable voyage to its close. Andres devoted much of his working life to the sea, building a lengthy and distinguished career sailing as a member. Through decades of service, he stood watch with skill, dependability, and quiet dedication, earning the respect of shipmates and union brothers alike. He retired from seagoing service in 1992, leaving behind an engine room legacy forged through hard work, discipline, and pride in the craft. He is survived by many family and friends.

GEORGE H. TORREY



George Torrey stood his final watch on June 24, 2025 at the age of 93. He graduated from Massachusetts Maritime Academy before joining

up with the Union and sailing the world's sea lanes as an Engine Officer, mostly on steamships. He retired in 1987 but continued to enjoy the sea with his sailboat. He sailed up and down the eastern coast from Maine to New York, often by himself. He was a long-term member of the South Shore Yacht Club. He spent his last few years at the Allerton House in Weymouth, MA where he enjoyed the dinners, the music and telling stories with the staff.

GUIDO L. VECCHIO



Guido Vecchio sailed past the last buoy on March 5, 2025 at the age of 99. He was a devoted husband, father, grandfather, and great-grandfather. Born in Brooklyn, New York, he lived a life marked by service, humility, and love. A proud yet humble veteran, Guido served in the U.S. Navy during World War II aboard the USS MISSOURI, where he bore witness to history as the Japanese formally surrendered, ending the war. Never one to seek recognition, he carried his

service with quiet dignity. He later continued his maritime career as a merchant marine during the Korean conflict before dedicating himself to advocating for seafarers as a career agent with the National Maritime Union. In 1983, Guido moved to Marco Island, Florida, before settling in Naples in 2003. Known for his sharp wit, kind heart, and unwavering loyalty to those he loved, Guido had a way of making everyone he met feel like family. His striking blue eyes, warm smile, and ever-present sense of humor left a lasting impression on all who had the privilege of knowing him. Guido shared 58 wonderful years of marriage with his beloved wife, Theresa Vecchio. Together, they built a life filled with love, laughter, and family. He is also survived by his children, Tracy Erwin, David Vecchio and Gary Vecchio; grandchildren Jacob Erwin, Evan Erwin; Jasmine Vecchio, Xavier Vecchio, Donte Vecchio, Garin Vecchio and Talia Vecchio; and great-grandchild Cyrus Houchins. Guido's passing on Ash Wednesday is a poignant reminder of his strong yet humble spirit. Though he never sought recognition, his legacy is one of quiet strength, love, and selfless service. May his memory be a blessing. Fair Winds and Following Seas.

REV. THOMAS LEROY. WAGSTAFF

Reverend Thomas Wagstaff awoke to life immortal on January 5, 2026 at the age of 80. He was a cherished spouse, parent, and friend whose warmth, kindness, and unwavering spirit touched the lives of all who knew them. He lived a life full of love, laughter, and purpose. He was known for his generous heart, always willing to lend a helping hand to those in need and to offer words of encouragement and support. Thomas's dedication to his family, friends, church, and community was evident in every aspect of his life. Following his graduation from high school, he attended Texas A&M Maritime and earned a Bachelor of Science in Marine Engineering in 1967. Soon after, Thomas began his professional journey as an engineer for



Lykes Bros Steamship Co. Through dedication and exceptional technical skill, he advanced rapidly within the company — serving aboard several fleet vessels, including the highly automated “Far East Clipper” type. During his tenure as Chief Engineer, Thomas played a pivotal role in overseeing the implementation of new automation technologies, which improved operational efficiency and safety standards across the fleet. His exemplary job performance was recognized with multiple commendations from company leadership. After several years sailing Chief, Thomas served as Port Engineer at the company’s headquarters in New Orleans, LA. He continued to demonstrate outstanding leadership and was later transferred to Houston, TX, where he further contributed to the organization’s success. Over the course of twenty-eight years of distinguished service with Lykes, his remarkable career left a lasting impact on colleagues and the maritime industry alike. In 2004, Thomas was called to fulfill another journey of life. He was ordained into the Office of Public Ministry in The Lutheran Church–Missouri Synod and installed as Pastor at Peace Lutheran Church in Rockport, Texas, where he provided spiritual guidance for 15 years. He was loved and respected by his congregation. Thomas was a man filled with the Holy Spirit, whose excellent character shone through in every aspect of his life. He radiated warmth and compassion, greeting everyone with a genuine smile and a helping hand. Whether volunteering, comforting those in distress with kind words, or supporting his church and community, Thomas consistently exhibited love and grace to all he met, making each person feel deeply valued and cared for. Thomas is survived by his spouse Rita Wagstaff; children Nathan Garner, Alan Wagstaff, Melissa, and Tonya; his grandchildren; and his adopted family, the Batts family; as well as countless friends and loved ones. The legacy he leaves behind will be cherished and remembered for generations to come.

CLAUDE LEE WARD



Claude Ward found his safe harbor on November 24, 2024 at the age of 94. Claude was former Army who was born and raised

in Slaton, Texas, Claude, but lived in the Newport News, VA area since 1968. He was a member of Asbury United Methodist Church. Before being drafted by the Army, Claude worked for the Santa Fe railroad in Texas. While serving in the Army as a marine engineer, he served in numerous locations including France, Korea, Vietnam (8 Service Stars), and Okinawa. After his retirement from the Army, he worked for the Jamestown Ferry, the C&O Railroad, and the Department of Defense as a civilian. Claude is survived by his son, Stan Ward, and by his son Steve’s widow Mary C. Ward, and also by grandchildren Kristi Stalls, Daniel Ward, Nicole Ward, and Matthew Ward, as well as by six great grandchildren: Sierra, Colton, Jacob, Cheyanne, Alexis, and Austin.

CONRAD WASHINGTON

Conrad Washington reached his journey’s end on March 31, 2025 at the age of 71. A dedicated engineer, Conrad was reliable, precise, and was cool under fire. He took pride in keeping ships moving safely and efficiently, understanding that every voyage depended on the unseen work below deck. Known among shipmates for his steady hand and deep mechanical knowledge, he mentored younger engineers and believed strongly in doing the job right, even when no one was watching. When he finally stepped ashore for the last time, he carried with him a lifetime of stories, hard-earned wisdom, and friendships forged through long watches and shared challenges. He is survived by many family and friends.

RICHARD PAUL WISCHHUSEN, JR.



Dick Wischhusen sailed into the sunset on September 27, 2025 at the age of 83. Dick proudly served his country in the U.S.

Marine Corps, including a deployment in the Caribbean during the Cuban Missile Crisis. Following his service, he built a long and successful career, first with Bethlehem Steel, where he applied the electronics training he received in the military, and later with Unilever and Continental Can managing the operation and maintenance of filling and packing line equipment. He also shared his expertise in electronics as an instructor at the Calhoun M.E.B.A. Engineering School, when it was on Light Street in Baltimore, MD. He taught shipboard automation. On January 26, 1963, he married his beloved wife, Ellen Joan Wischhusen, and together they shared 62 years of devoted marriage. He will be remembered as a man who loved working with his hands. Dick was a talented wood carver, could fix just about anything, and enjoyed the challenge of solving a good jigsaw puzzle. He was also an avid photographer with a 35 mm film camera. He is survived by his loving wife Ellen; children Carl Wischhusen, Andrea Roberts and Glen Wischhusen; and grandchildren, Vivian Roberts, Juliana Roberts, Jack Wischhusen and Max Wischhusen.

CURTIS WOLFE

Curt Wolfe entered calm seas on December 1, 2025 at the age of 73. A dedicated sailing member, Curtis spent his career serving with professionalism, skill, and pride in his work. He retired in 2017 after many years of faithful service, leaving behind a legacy of reliability and quiet leadership. He will be remembered with honor by his family, friends, and union brothers and sisters.

continued



JOSEPH WILLIAM YEAMANS



Joe Yeamans sailed into the next life on August 25, 2025 at the age of 81. He died from complications of West Nile virus and pulmonary embolism. Joe was born in Portland Oregon then moved to Los Alamos, New Mexico at the age of ten. There he had many adventures in the woods, especially delighting in river running, hiking, and cycling. He later graduated from the U.S. Merchant Marine Academy in Kings Point, New York in 1966, then completed further studies at the University of Wyoming. He spent his thirty-seven-year career traveling the oceans of the world as an engineer on cargo ships. Joe met his wife, Shirley Lawrence, a teacher, through a blind date in Los Alamos during vacation from shipping. They were married November 8, 1975, and their union lasted just short of fifty years. After beginning their married life in New Mexico, Joe and Shirley moved to beautiful Paonia, Colorado in

September of 1978. There they raised four daughters, educated them at home, camped, hiked, and cared for their hobby farm together. They spent nearly 78 years in Paonia being blessed by this valley, the mountains, and the people Joe so loved. Following retirement from his seafaring career in 2003, Joe transitioned to caring for his property on Pitkin Mesa full time. He loved using his brilliant engineering talent to improve the irrigation infrastructure and develop a hydro-electric power generating system on his property. He could fix almost anything and always had an unfinished automotive or irrigation project. Joe had a heart for serving others and would gladly drop whatever he was doing to help whenever there was a need among his daughters, friends, or neighbors. Joe thoroughly enjoyed spending time with his family, calling them his "Ooses". He especially loved sharing meals together with them during weekly "survivor nights". His faith was also very important to him, and he served in many capacities at Paonia Friends Church over the years. Joe is survived

by his wife, Shirley and his daughters Tamara Nydell, Laura Kvam, Sarah Yeamans and Christina Robinson. He is also survived by his nine grandchildren: Grace, Ava, Gideon, Oliver, Alice, Milo, Felix, Melker, and Kasper, as well as his sister, Marie Pierce, brothers Mark, David and Andy; and several nieces and nephews.

GERALD ZENSKY

Gerald Zensky steamed into the hereafter on October 11, 2025 at the age of 92. He sailed for his country in both peace and war. His expertise and dedication ensured his vessels ran safely and efficiently, earning the respect of all who sailed with him. Known for his steady hands and deep mechanical knowledge, Jerry took pride in his work and in the brotherhood of the maritime industry. He made his home in Boca Raton, FL. He leaves to cherish his memories his children, David Zensky, Brian Nelson, Andrew Zensky, & Evan Nelson; grandchildren Ethan Cuggino-Zensky, Talya Nelson, Zoe Nelson, Jacob Nelson, Cloe Cuggino-Zensky, Arin Nelson, & Elijah Nelson.

A tribute to longtime Calhoun M.E.B.A. Engineering School Registrar **Shirley Shelton** (1944-2025) who served at CMES from 1988-2009. Shirley cherished her M.E.B.A. family and will always be a part of the CMES. In her honor, members and colleagues came together to make a generous tribute, ensuring Shirley's memory continues to shine.



In these pics, 1) Shirley is seen the way many remember her, at work on behalf of the members. 2) Her memorial brick near the ship's bell in the Memorial Garden at the School. 3) At her memorial bench are (l-r) Janet Sadler, Tracy Gannon, Shirley's niece Susan, husband Joe and Hope Dyott. 4) Joe and Susan at Shirley's bow plaque in the Memorial Garden.

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Record a short (less than 60 second) video answering one of the following questions:

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- Why did you join the M.E.B.A.?
- What's the best part about being at sea?

Tell us what you love about your job and why you are proud to be a part of this union! Don't forget to pick a background that show us you are at sea, whether on the deck, engine control room, bridge, etc.

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Most of the American public will never see what you see or experience your job. Show us the best parts about living and working on a ship. Show us what you love about being at sea — the beautiful views, the details of the engine room, what the bridge looks like at 3am, or any activities we wouldn't expect. Show us what it means to be a mariner at sea.

RULES OF COMPETITION

1. All content must be submitted **HERE**



2. Members can upload up to 10 photos and/or videos each month (i.e. max 10 total pieces of content) from current or previous deployments
3. Please provide caption info for each photo: Who is in the photo, What's going on, When was this taken, and Where was the photo taken?
4. Submissions will be evaluated on the following criteria:
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 - Professionalism & safety
 - Relevance
5. Winners will be announced the second week of each new quarter
6. Submissions must include the completion of the waiver in the form to be considered