

M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)



Second Quarter 2014

Spotlight on Jones Act Tankers – OSG & ATC



Patriot/M.E.B.A. Take Over MSC Watson-Class LMSRs





Faces around the Fleet



Aboard the *HORIZON SPIRIT* are (l-r) Sherman Frett (Electrician), Kings Point cadets Bailey and Dominic, and Chief Engineer Joe Shea.



M.E.B.A. officers onboard the *YORKTOWN EXPRESS* (MTL). From left to right are Chief Mate Edward Figelski, Second Mate Wesley Kuhns, C/E Kealokia Peltier, 2nd A/E Ben Ganser, 1st A/E Matthew MacNeil, 3rd A/E Michael Coggio, Capt. Luke Catarius and Third Mate Michael Carr.



M.E.B.A. continues to support the last two operational WWII Liberty vessels. Aboard the *JEREMIAH O'BRIEN* in San Francisco are M.E.B.A. engineer Jim Rowe with MM&P Pacific Coast Agent Jeremy Hope. The other working Liberty ship is the *JOHN W. BROWN* in Baltimore, MD. Both vessels are doing day cruises this summer. Check their websites to book your voyage today.

On the Cover:

In this issue we focus on two of our contracted companies operating tankers in the Jones Act trade - OSG and ATC. At top left is ATC's *ALASKAN EXPLORER*. OSG's *OVERSEAS LONG BEACH* is seen at top right. In addition, Patriot Contract Services has assumed control of eight Watson Class LMSRs. The *USNS RED CLOUD*, seen on the cover, and the other seven vessels are all crewed with M.E.B.A. officers in their engine rooms.

Marine Officer

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



Message from the President

Maritime Security Program = National Sealift Capability = US Flag Vessels = Active Mariner Job Base

How is it at a time when most in our industry are focusing on short and long term maritime strategies and policy, there are also those in Congress and special interests intent on dismantling programs that maintain US flags on our merchant vessels? Each US flag commercial ship directly translates into jobs which maintain an active mariner base. This is not the first time in history there has been total disregard for our Fourth Arm of Defense, it has happened time and again in the past and always at the end of conflicts overseas.

There are those who have chosen to ignore the accomplishments of our Merchant Marine in recent years and the fact our US flag fleet is once again at a critical crossroads, in dire need for a strategic long term maritime policy. Integral in this need is not only immediate action in the short term but also a long term commitment which will enable those in the commercial maritime sector to make long term capital investment decisions with confidence. This in turn will support employment in the industry for years to come. Without investment in the maritime industry, the US flag fleet will continue its decline and active mariners will disappear as jobs are lost.

It was recommended recently by a Congressional appropriations committee that the MSP budget be reduced by \$20 million dollars. At \$186 million dollar per year funding for 60 commercial vessels, \$20 million represents an approximate loss of 6-7 vessels. Taking into account the economic environment and budget pressures, the MSP funded at \$186 million is essentially peanuts in the scheme of things especially given its value to National security.

As an example; in 1984 I worked on shipyard contracts for three SL-7 container ships, which were converted to strategic sealift vessels. All in, including the vessel purchase cost, contract conversion and growth, four of these vessels cost in 1984 dollars approximately what the MSP funding is today in 2014 dollars. Another simple comparison is the MSP cost is approximately the same as three F-18 fighter jets.

The point is the MSP is extremely cost effective for the access it provides to an existing maritime intermodal transportation system without requiring our government to make capital investment in the same. The MSP, which has been cited by the OMB as a highly effective program, is an obvious win-win at a time when money is scarce and everyone is looking to maximize return on investment.

Those of us in the commercial industry and especially those in the military are very aware of the leveraging or multiplying effect the \$186 million dollar MSP funding has when it comes to maintaining these commercially viable and militarily useful cargo ships, without the government having to build a fleet of their own. This funding not only provides access to the 60 commercial cargo vessels but the intermodal transportation infrastructure these vessels utilize daily. This access provides the Department of Defense with the necessary logistics network required to support, project and protect our military overseas during war, crisis or emergencies.

With respect to the current MSP funding and proposed cuts; taking into consideration current market conditions, the restoration of full MSP funding, along with a review of the apparent need for increases in annual payments should be obvious actions at this point in time. The cost of replicating the access the MSP provides is unfathomable and needs to be considered in any decision making process.

It is time for those in the Department of Defense and the military, who have acknowledged the accomplishments of our US Merchant Marine in past and recent conflicts, to speak up and join forces with the commercial maritime industry and labor unions along with the Maritime Administration (MarAd) and the Military Sealift Command (MSC). If our Government actually wants a US Merchant Marine in the future that is capable of continuing to respond in times of peace and war, then it needs to take action now.

MSC Watson Class Turnover

Patriot Contract Services (PCS) has added eight Watson Class LMSRs to their fleet and employment for numerous M.E.B.A.

continued on page 2



members. These are very good jobs on MSC FOS vessels. The vessel turnovers have been completed and from all reports went smoothly and were highly praised by both PCS and the Military Sealift Command.

I want to personally congratulate everyone involved in the Watson Class turnover process as it was another major achievement that we in the industry, specifically M.E.B.A., do without hesitation. Large scale operations such as turnovers or re-flags are extremely labor intensive. These are no small feats but may appear to be so because they are not always front and center, many times occurring overseas far from the scrutiny of most. There are many long days and nights which can drag on into months depending on vessel condition and resources provided. With the small crews employed, these accomplishments should not be minimized by anyone.

I believe M.E.B.A. members have once again proven that we practice “professionalism” above all else. All mariners, regardless of union affiliation or rank, are responsible for operating, maintaining and repairing, both critical and costly machinery and equipment. It is what we do and we are professionals because there are a select few in the world who have the qualifications to do so. At the end of the day, what ultimately is accomplished is a direct reflection on you, the individual and our Union. There is absolutely no reason not to take pride in accomplishments such as these.

M.E.B.A. Jones Act Tanker Companies OSG and ATC

The M.E.B.A. has always had a variety of jobs to choose from and I’ve always said our members will find their niche and gravitate to the work or locale that suits them most. In this edition of the *Marine Officer* we’ve decided to put the spotlight on two of our Jones Act tanker employers who, among others, provide stable employment and job security.

OSG and ATC provide for numerous jobs within the M.E.B.A., both with relatively new fleets of tankers in the Jones Act trade. Since January we have worked together with both companies to determine better ways to consistently provide and build on a more experienced M.E.B.A. member base which will enjoy returning to work for both companies.

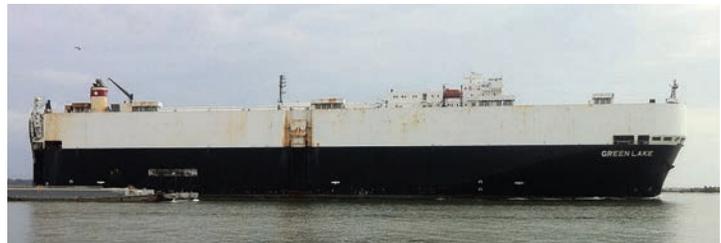
We have also talked with a number of our contracted companies over the past several months concerning retention of mariners and what both the M.E.B.A. and the companies can do to improve our individual situations. I believe we have agreed on a number of ways to accomplish this which involves effort from both the M.E.B.A. and the employers. Going forward, members should hopefully see change in a positive direction resulting from our efforts.

Fraternally,


Marshall Ainley



The APL CORAL is an S-12 containership in the MSP operated by APL Marine Services (American President Lines). If DOD were to replicate the MSP by building ships of its own, it would cost on the order of \$65 billion plus \$9 billion annually for maintenance and operation.



The Central Gulf car carrier GREEN LAKE is one of the vessels in the Maritime Security Program. The 60 militarily useful U.S.-flag ships in the MSP are made available to the Defense Department in times of war or emergency.



The SEALAND COMET is an MSP ship managed by Maersk Line, Ltd. The MSP is authorized until 2025 but M.E.B.A. and the industry battle every year to get full funding appropriated.

M.E.B.A. Delivers! Watson-Class LMSR Takeover Complete

Expert M.E.B.A. engineers have saddled up on eight Military Sealift Command Large, Medium-Speed, Roll-on/Roll-off Ships (LMSRs) recently awarded to ASM/Patriot Contract Services. The Watson-class vessels began crewing up with a new labor force in late March culminating with the turnover of the final ship in the fleet on June 2nd.

The ships include the USNS WATSON, USNS SISLER, USNS DAHL, USNS RED CLOUD, USNS CHARLTON, USNS WATKINS, USNS POMEROY, and the USNS SODERMAN.

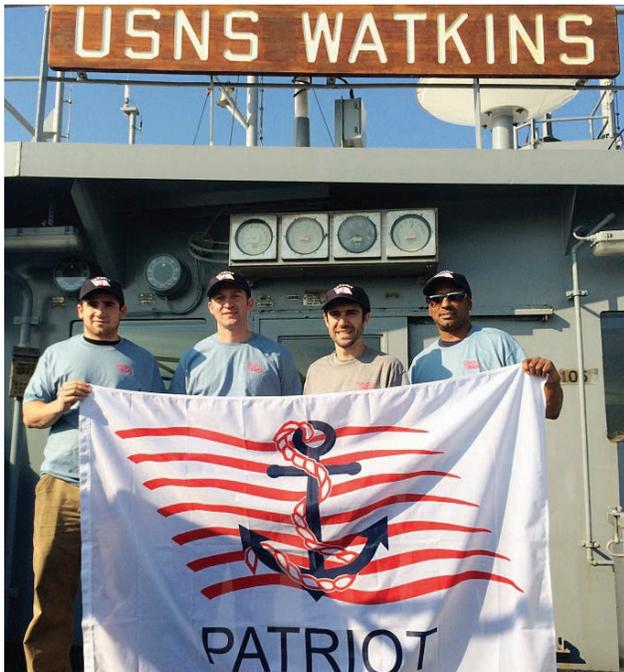
The MSC praised incoming crews for their professionalism and expertise in skillfully shouldering the labor-intensive demands that vessel turnovers require. In addition, Patriot noted that SUP, SIU, MFU, ARA, MM&P and M.E.B.A. all teamed up with the company “for an impressive professional effort.”

The gas turbine LMSRs were built at San Diego’s NASSCO shipyard between 1996 and 2002. Capable of hauling huge amounts of military equipment, including tanks and helicopters, each of these 951-foot prepositioning vessels is serving in Full Operating Status (FOS).

The MOU covering shipboard officers and Port Engineers for these vessels is available at all M.E.B.A. union halls and offices. Oakland Patrolman Christian Yuhas should be contacted about opportunities.



Named after George K. Sisler, who was posthumously decorated for heroism in the Vietnam War, the USNS SISLER was the first of the 8 Watson-class LMSRs to join the Patriot fleet.



Aboard the USNS WATKINS, the last of the 8 ships to be turned over to Patriot, is the engine crew, represented by the M.E.B.A. Left to right are 3rd A/E Ben Baitcher, C/E Justin Litterine, 1st A/E Chris Sterling and 2nd A/E Krista Weaver.



Vehicles being driven on to the USNS RED CLOUD at Joint Base Charleston, Goose Creek, S.C.

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**Meeting
Schedule**

Port	July	Aug.	Sept.
Boston	Mon. 7	Mon. 4	Mon. 8
Calhoun School	Tues. 8	Tues. 5	Tues. 9
Charleston	Tues. 8	Tues. 5	Tues. 9
Honolulu	Fri. 11	Fri. 9	Fri. 12
Houston	Tues. 8	Tues. 8	Tues. 9
Jacksonville *	Wed. 9	Wed. 6	Wed. 10
L.A. (Wilmington)	Thurs. 10	Thurs. 7	Thurs. 11
New Orleans	Wed. 9	Wed. 6	Wed. 10
New York (New Jersey)	Thurs. 10	Thurs. 7	Thurs. 11
Norfolk	Thurs. 10	Thurs. 7	Thurs. 11
San Francisco (Oakland)	Tues. 8	Tues. 5	Tues. 9
Seattle	Tues. 8	Mon. 4	Mon. 8
Tampa	Thurs. 10	Thurs. 7	Thurs. 11

* JAX meeting days could change. Check your local listings.

**Watson-Class LMSR Takeover
continued from page 3**

Officers in the engine room of the USNS RED CLOUD. Left to right are 3rd A/E Dante Villa, 3rd A/E Dwayne Gould, C/E Ross Thomas, 2nd A/E Jared Ciavola and 1st A/E Constantine (Connie) Cristescu.



Aboard the USNS SODERMAN, named after a WWII Battle of the Bulge hero. Left to right are 1st A/E Juri Novozilov, 2nd A/E Jim Clarkson, 3rd A/E Mike Donlon and C/E Dicky Collins. Thanks to Wiper Johnny Ting for his camera skills.



The stern ramp of the USNS SODERMAN. M.E.B.A. helped facilitate a fluid turnover despite challenges inherent in the process.



M.E.B.A. & MM&P officers enabled a successful turnover of the eight vessels to Patriot Contract Services. Left to right are Pat Duffy (Relief Chief on USNS WATSON), Ken Marcinak (C/E SISLER), Rob Reish (MM&P Captain on USNS SISLER) and Jimmy Zatwarnicki (MM&P Chief Mate on USNS SISLER).



Officers and crew aboard the USNS CHARLTON. MSC and Patriot praised the new crews on the eight vessels for their superior efforts in the turnover.

Calhoon M.E.B.A. School Certifications



Late February graduates of the School's Advanced Fire Fighting course included (left to right) Scott Nowak, Mary Rea, William Thompson, James Sutton, Rich Williams, George Nason, Greg Aikens, John Sheridan, James Harkin, Ron Watson, Bryan Hald and Dan Tuel (Instructor).



The late March edition of the Basic Safety Training course, mandated by STCW '95, included (l-r) Joshua Hansen, Mike Trojan, James Kleb, Joe Safaryn, Mike Reynolds, Ron Watson, Lucas McCann, Paulette Nickels, Tracy Hill, Tim Drews, Dan Tuel (Instructor) and Dennis Flynn.



The Government Vessel Operations course which graduated in mid-March qualified another group of members to serve on vessels operated by the Military Sealift Command. Left to right are Dan Tuel (Instructor), Mike Donlon, Jim Clarkeson, Nwachimereze Amankulor, Gary Heagerty, John Durrant, Dwayne Gould, Jr., "CBRD Man", Mohamed Alsinai, Stephen Granahan, Melissa Jimenez, Duane Sims, Dan Lancaster, Dante Villa and Phil Strissel.



Members in the four-week Machine Shop class perfect their metalworking and machining skills. At the course that graduated in April are (l-r) John Buehler, Philip Brand, Michael Garcia, Gabriel Arhin, Adam Burton, Mike Bosse (Instructor), Marcus Crumpton, Wayne Marks (Instructor) and Albert Caskie.



The February edition of the Tankship LNG course graduated another load of members eager to take advantage of jobs with Exclerate Energy and other future LNG opportunities. Left to right are Mike Bates (Instructor), Matt Giovannoni, Rich Lundin, Kim Saxton, Harry McKeever, James Fowler, Rich Williams, Nikolas Reyer, Darnell Slayton, William Shoemaker and Denis Mengele (Instructor).



Calhoun School

Another crop of Deck Officers got certified in March at the School's Electronic Chart Display and Information System course. Left to right are Eustace Henry, Clancy Faucheux, Jr., Alex Mitchell, George Nason, Nebosja Milosevic, Nathan McCrillis and Jeff Munday (Instructor).



Students in the four-week Welding course that graduated in late January included (l-r) Bryan Jennings (Instructor), Kevin Moss, Dave Cake, Shawn Locke (Instructor), Rolando Facundo, Albert Caskie, Rustico Moises, Jim Matthews, Maxim Alper and Ken Jackson.



The Marine Electric Propulsion/High Voltage Safety course that wrapped up in April included (l-r) Tru Sunderland (Instructor), Frank Kocis (USN), Ryan Ratts (USN), James Hall (USN), Derrick Chappell, Vincent Smith (USN), Patrick Stevens, Jeff Atkins, Maurice Welsh, George Hairston, Ken Barnett and Bill Radaskiewicz (Instructor).



Basic Safety Training course graduates from the late April class included (l-r) Phil Strissel, Kevin Nichols, Michael Donlon, Nwachimereze Amankulor, Rich Collins, Juri Novozilov, Thomas Stenquist and Dan Tuel (Instructor).



Graduates of the intensive six-week Diesel Engineering course from late April included (l-r) Ernie Clements (Instructor), Mike Bates (Instructor), Momolu Dukuly, Joseph Shay, Derek Haars, Charles Cambra, Daniel St. Cyr, Eugene Smith III, Nicholas Webster, Sean Stevens, Jonathan Schmidt, Travis Moody, Orlando Pabon and Tru Sunderland (Instructor).





Faces around the Fleet



An M.E.B.A. clay target shooting excursion recently in the Tampa area. Left to right are Brian Gerrish (1st A/E OVERSEAS NY), Curtis Calhoon, Danielle Vignocchi (Third Mate with Interlake), Rob Laws (C/E SULPHUR ENTERPRISE and Tampa Rep. Greg Quintana.



HORIZON SPIRIT Senior 1st A/E Derek Tuttle at the COSCO (Zhou Shan) Shipyard late last year. Derek's global appeal is on display as he thaws U.S. relations with the Chinese.

At Anchor: Recent Retirees

Shifting into Reduced Operating Status

Frank E. Anelacci
Harold R. Anderson
Timothy R. Arai
Patrick J. Austin
Thomas F. Bands
David F. Bean
Larry M. Brown
Sean E. Brown
Anthony J. Carubba
George W. Collier
Dallas K. Crow Jr.
Robert J. Cruise
Frank A. Czuba
Richard S. Danner
Thomas W. Dawson Jr.
Paul F. Desmond
Mark A. Dipietro
Allen W. Douglas

Edward Duderstadt
Michael J. Dumsha
Billy (Mike) Dunklin
Michael J. Erickson
Paul J. Ermatinger
Shane R. Farnsworth
John W. Farrell
John L. Franceschi
Leonard Furmanski
Gerald W. Galkowski
Joseph P. Harman
Kimberly Higgins
Stephen D. Jablonski
Clyde C. Jackson
Michael B. Jewell
Frederick C. Johnson
Thomas J. Jordan
Luke W. Kaili Sr.

Albert D. Karlyn
John A. Kessler
Michael E. Krauss
Neal W. Lehto
Frank R. Leo Jr.
Andrew Leonardi
James M. Mathews
Richard E. Mathews
Richard T. McDonald
Thomas R. McMullen
Calistro R. Mendiola
Dennis D. Mihalek
Robert E. Mills
Kenneth C. Moliver
David Nashif
Neil A. Newton
David A. Nolan
Philip E. O'Connell

Joseph A. Padula
William A. Peddie
Mieczslaw Pekalski
David C. Peterson
Gerard J. Petrocelli
Bjorn E. Ramskog
Norman G. Rancourt
Jeffrey S. Robinson
Joseph R. Roche
Kelley P. Stark
Michael S. Tinkel
Patrick A. Tomaszewski
Thomas E. Tompkins
Robert W. Wappas
Daniel B. Webster
Bruce C. Whichard
William B. Wilhite





Porthole on Washington

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



2013 presented serious challenges to the U.S. flag maritime industry. The Maritime Security Program (MSP) faced cuts in the form of Sequestration and a budget anomaly. After suffering a 50% cut to cargo preference, in-kind food aid cargoes were threatened by an effort to change to a cash-based system. The Jones Act received renewed criticism by taking blame for high gasoline prices. Fortunately, the M.E.B.A. was able to fight back and realize varying degrees of success. However, the first half of 2014 has proven to be more of the same.

In February, the State of New Jersey suffered from a shortage of rock salt for their roads and falsely blamed the Jones Act. New Jersey was able to secure salt from Maine but rather than use U.S.-flag Jones Act qualified vessels, they delayed the process in order to request a waiver to use a larger foreign flagged vessel. While it may have taken three trips rather than one to deliver the salt, officials in New Jersey indicated that they would prefer to employ foreigners even though there was no immediate threat to safety. The Obama Administration declined their waiver request, but the Jones Act suffered in the news yet again.

In May, both the House Appropriations Committee and the Appropriations Subcommittee on Transportation, Housing and Urban Development and Related Agencies reported a funding bill which included money for the Maritime Security Program (MSP). Unfortunately, the bill failed to fully fund the program at the authorized \$186 million but instead only would provide \$166 million. This legislation was a starting point and must be reconciled with the Senate bill which currently includes full funding, but it sets an unfortunate precedent that some leaders in the House of Representatives do not fully appreciate the importance of the MSP and are willing to prioritize other programs. The M.E.B.A. developed a plan to ensure that the MSP will be fully funded in Fiscal Year 2015.

In June, Senators Bob Corker (R-TN) and Chris Coons (D-DE) resurrected the Obama Administration's efforts by introducing S. 2421, legislation that would repeal the Food for Peace program. Rather than continue to ship U.S. grown and produced commodities, the legislation would instead provide cash transfers and vouchers. This change removes the role of the American farmer, mariner, dock worker, and other stakeholders. Further, the bill directly attacks the maritime industry by eliminating cargo preference requirements and replacing U.S. mariner jobs with foreign seafarer jobs. While the legislation has not received further consideration and the effort was affirmatively rejected last year, it is a clear sign that those looking to cut out the American maritime industry will not stop.

The constantly changing composition of Congress is complicating efforts of the maritime industry in Washington D.C. Half of the Congressional seats have changed hands over the last two election cycles. Consequently, the M.E.B.A. must be increasingly diligent in our efforts to educate and influence new Members of Congress. Integral in this process is the Political Action Fund (PAF). All funds contributed to the PAF go directly to the campaigns of Members of Congress who support the maritime industry.

I understand that it may sound like the same issues year after year, but I assure you that the threat to the industry is as real as it has ever been. While it may be the tendency of M.E.B.A. members to tighten their spending when times are tough, PAF contributions are now more important than ever. A vibrant PAF signals that the M.E.B.A. is a strong player in Washington D.C. and has the resources needed to protect and expand the job base for M.E.B.A. members. If you do not contribute to the PAF, now is the time to start. If you already contribute, thank you – and now is the time to increase that contribution.

Jones Act Tankers: OSG, ATC on the Crest of a New Wave



OSG's OVERSEAS CHINOOK at the floating production storage and offloading (FPSO) facility 155 miles off the Louisiana coast.

ATC's ALASKAN FRONTIER leaving San Diego. The vessel went into service in 2004 and provides terrific jobs for M.E.B.A. members.



The U.S.-flag petroleum transportation market has made dramatic headway in recent years, largely driven by an increase in domestic shale oil production led by Texas and North Dakota. In response to this surge, construction agreements for more than twenty new Jones Act articulated tug-barges (ATBs) and tankers have been shored up in the past twelve months. These new vessels will all be delivered before the end of 2017, though this will not completely satisfy the demand. The actual domestic crude production continues to outpace U.S. government forecasts generating an additional need for more product tankers and ATBs.

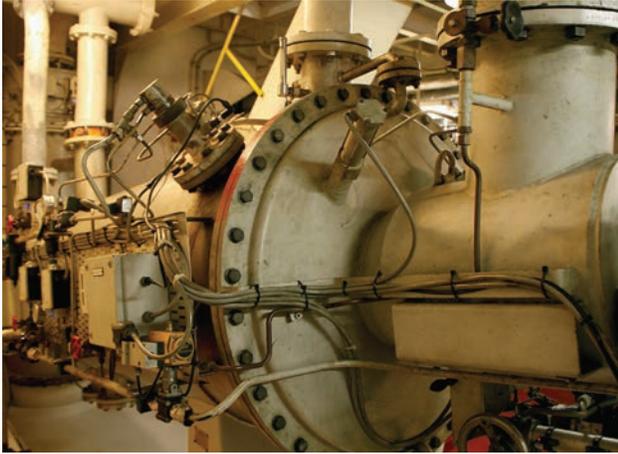
The surge in domestic shale oil production has signaled a decrease in clean petroleum product imports most often delivered stateside by foreign-flag vessels. This is creating a boost in the quantity of domestic refined product remaining

in the U.S. while driving greater demand for Jones Act tonnage to move petroleum in Coastwise trades. M.E.B.A. contracted companies Overseas Shipholding Group, Inc. (OSG) and Alaska Tanker Company (ATC) are two industry leaders in the Jones Act tanker trade.

OSG is one of the largest commercial owners and operators of Jones Act vessels in the United States with a trading presence in all four U.S. coastwise markets: intra-U.S. Gulf, U.S. Gulf to the West Coast, U.S. Gulf to the East Coast and the Alaska North Slope. Twelve of OSG's tankers operate in coastwise trades and seldom fall out of cell phone range for more than a couple of days at a time. Whether trading to Alaska, the West or Gulf Coast, the convenience of easy communication facilitates support of vessel operations and makes the distance from home seem shorter than it is.



On OSG's OVERSEAS HOUSTON are (left to right) 2nd A/E Drew Snyder, Maine Maritime Cadet, 3rd A/E Peter Meglow, 1st A/E John Guccione and C/E Hugh Myers.



An Inert Gas System which is unique to tankers and protects against flammable gases in the hold.

“It’s nice to be in and out of port every few days and have a chance to go ashore.” – John Guccione 1st A/E OVERSEAS HOUSTON.

OSG has played a vital role in the revitalization of shipbuilding in the United States through its U.S.-flag fleet replenishment which began in 2005 starting with an order for 10 Jones Act product carriers built at the Aker Philadelphia Shipyard. They also purchased an additional two vessels which were each converted to shuttle tankers with a bow loading manifold and CPP attached to a B&W slow speed diesel engine. This represents the largest single tanker order since World War II.

“I like working on new ships because you get the correct parts when you order them. It is nice when you can just put the right part in rather than spend all day trying to adapt a part that is “supposed” to fit. That is pretty much what you do on some older ships.” – Brian Gerrish 1st A/E OVERSEAS NEW YORK.

While OSG was busy building 12 tankers on the East Coast, ATC kept San Diego’s NASSCO shipyard occupied constructing four ships of their own. These state-of-the-art tankers are double-hulled and twin-screwed with dual rudders, all built for a service life of 35 years. With dual engine rooms, the ships are driven by four Man B&W medium speed diesel engines producing 26,000 HP that drive four GE generators producing 10 mw per shaft. The vessels are 193,000 DWT with a cargo carrying capacity of 1.3 million barrels of crude oil. Alaska Tanker Company,

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OSG’s OVERSEAS CASCADE performing cargo operations at Tampa’s Richard E. Knight Pier. The REK Pier is the primary location at the Port of Tampa for offloading shipments of petroleum products.

Advantages Unique to Tanker Companies

- Coastwise trade allows easy communication with family and friends
- Jones Act tankers provide long term job security
- Companies provide license insurance
- Company pays legal fees if there is an issue where lawyers are needed
- Tanker companies have a good spare parts inventory
- Tanker companies can get spare parts to a ship quickly
- Coastwise routes make it easier to keep fresh fruits and vegetables
- 3rd A/Es can be reassigned to their 3rd A/E position
- Members can be directly hired to C/E, 1st A/E and 2nd A/E jobs
- Can frequently go ashore due to the trade routes
- Companies are very safety conscious which minimizes injuries onboard.





A large engine complement aboard ATC's ALASKAN FRONTIER (three 1st Assistant Engineers) includes (l-r) C/E Robb Sasso, 1st A/E Terry Chan, 2nd A/E Alex Szuski, 1st A/E Mike Avery, 3rd A/E Dan Mosa and 1st A/E Andrew Wormwood.



M.E.B.A. engineers aboard OSG Ship Management's OVERSEAS CASCADE in Lake Charles, LA. Left to right are 2nd A/E Shawn McLaughlin, C/E Robert Fauvell and 3rd A/E Robert Mecker.

LLC (ATC), jointly owned by Keystone Shipping, OSG Ship Management and BP Shipping, has transported over one-third of Alaska's production of crude oil over the last decade from the Trans-Alaska Pipeline (TAPS) at Valdez to refineries in Washington and California.

"These are complex ships with all the duplicate machinery and extra cargo equipment that goes along with a tanker. The company provides training every year for us and the intelligent guys with good work ethics succeed quite well out here. I always tell the engineers that ATC has high demands but the rewards are great out here too. We have real good food and the Ships Specific Performance Contract (SSPC) bonus money each year allows us to get gym equipment, TVs, fishing gear for salmon and halibut and other things for the ship. Quality of life issues are taken care of out here." – Mark Nowak C/E ALASKAN EXPLORER.

A key factor of the success of both ATC and OSG is their endless drive for operational integrity. This requires commitment and collaboration from personnel both ashore and afloat in the continuous improvement of the safety culture. Its framework includes maintaining robust safety programs (near miss reporting, job hazard analysis, shipboard safety meetings, etc.); the mechanical integrity of the ships; a dependable quality management system; individual accountability; environmental stewardship; wellness; ample spare parts inventory; efficient spare parts delivery; and continuous training in technical expertise and personal development. The combination of all these elements helps to create the safe work environment that permits an individual to complete their work tour and return home safely.

"The support system of ATC is phenomenal. Unlike some companies, ATC puts the people first. They understand that



M.E.B.A. has a great working relationship with both ATC and OSG. In this photo M.E.B.A. Tampa Rep. Greg Quintana is seen with OSG's Mike Blunt (Training and Labor Relations) at a "Military to Maritime" event in Jacksonville, FL.



Aboard ATC's ALASKAN NAVIGATOR (clockwise from bottom left) are 2nd A/E Jeff Newton, 1st A/E Justin Harding, 1st A/E Jon Dinisio, L.A. Patrolman John McElhone, C/E Matt Wilson and 3rd A/E Eric Mehserle.



Aboard OSG's OVERSEAS MARTINEZ are (l-r) M.E.B.A. Chief Mate Brad Marino, 1st A/E Bob Kenny, 3rd A/E Joe DiSarno, 2nd A/E Brian Kenny (Bob's brother) and C/E Paul Russell.



Engineers aboard ATC's ALASKAN LEGEND. Left to right are 3rd A/E Tom Preston, 1st A/E Molly Paul, 1st A/E Bob Dubois, L.A. Patrolman John McElhone, 2nd A/E Joseph Halverson and C/E Erik Nowak.

the employees' well-being is first and foremost, and they support the workers in the best possible way. Safe working practices are paramount, and the company will provide what we need to do our jobs safely and completely. In addition, they understand that we spend half our lives on the ships, and they provide us with the best lifestyle possible on board the vessels. They look after not only our safety, but also our personal well-being, health and wellness. The morale and happiness on these ships is better than any other ship or company I've ever sailed with." - Jonathan DiNisio 1st A/E ALASKAN NAVIGATOR.

A unique aspect of both contracts is the ability to be reassigned as 3rd A/E after being on vacation. This is very helpful to applicants and Group II members who feel that advancing their license and group status is a priority. By obtaining a 270 day job with ATC or by taking advantage of the reassignment clause in the latest OSG MOU.

We are experiencing a very unique correction in the maritime industry. Every year we endure attacks on the Maritime Security Program and preferential cargo which are harmful to the foreign container trades. With the wars in Iraq and Afghanistan winding down, there is a lack of DOD preferential cargo and the non-MSP container ships sailing foreign are flagging out of the US registry. This last May, the House Appropriations Committee slashed \$20 million from MSP which, unless reversed, will result in the reflag of several containerships. However, the Jones Act tanker market is growing ever stronger providing enhanced long term job security to its shipboard employees. OSG and ATC are both

exceptional employers who really shine in the eyes of officers working aboard their vessels in terms of safety, job stability, technical support and quality of life while at sea.

As Paul Russell, Chief Engineer of the OVERSEAS MARTINEZ recently volunteered, "What I like best about working with OSG is having a Management System that makes me feel that they are there to assist me. It is a team effort and I have guidelines to work under, but I am continually validated by having my opinions listened to and my needs addressed. Issues are attended to promptly; spare parts are received quickly and, if necessary, expedited. Service support is given if necessary. Operational and fabric maintenance is kept up and this results in a clean, safe and smooth operational environment. Coastwise sailing has its perks as well. Frequently we are in port twenty days a month; I like the ability to have cell phone access and satellite TV helps keep up with current events."



The double hulled Alaska class oil tanker ALASKAN NAVIGATOR operated by ATC. The vessel is 941 feet long with a capacity of 1.3 million barrels of crude oil.

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Down to the Sea in the Tall Ship *Elissa*

Member Brian Evjen Channels the Spirit of Mariners-Past

Berthed in the trendy waterfront district of Galveston, Texas is a lone sailing ship resplendent in her three-masted, iron-hulled glory. With her 19 unfurled sails bellowing in the breeze, the *Elissa* is a throwback to another age.

Mostly, this National Historic Landmark stays confined as a curiosity piece – part of Galveston’s Texas Seaport Museum. But a few times a year the *Elissa* comes alive in search of adventure on the seas. Many sailors call it a square rigger, but the *Elissa* is technically a barque due to its spanker sail on the mizzen. By the time she was built in 1877, marine engineers had formed an organization promoting safety known as the M.E.B.A. She was constructed in Scotland but has sailed through multiple incarnations, under the flag of six different nations.

I joined the ship as relieving chief engineer working with assistant engineers who also stand watches and help maneuver. Yes, the *Elissa* is outfitted with an engine – though it equates to the size of an emergency generator



The three-masted, iron-hulled Elissa under full sail.

(Photo credit: Capt. Kip Files.)



Member Brian Evjen channeling his inner mariner at the helm of the Elissa.

room on a modern commercial ship. She also has two ample sized diesel generators and bilge and fire pumps. Besides her volunteer crew, the only passengers these days are VIPs and large contributors to the charity that helps preserve this old lady of the seas.

Today’s engineers commonly live in a “factory” and work inside an engine surrounded by its sub systems. Marine engineering has certainly evolved with modern day complexities and technical advances but a voyage on the *Elissa* helps to channel the inner mariner. For me, the *Elissa* rekindles a mariner’s connection to the past and allows a seaman to showcase deep-rooted abilities that extend beyond machinery. Here, a marine engineer can experience the rare opportunity of sailing -- much like our vocational ancestors. There is peace in the simplicity of this vessel.



Faces around the Fleet



M.E.B.A. Seattle welcomed the next generation of M.E.B.A. mariners as 20 new Washington State Ferry Oiler/Wipers became new M.E.B.A. Applicants.



U&F: M.E.B.A. Delegates Fulfill Constitutional Requirements, Look to the Future at Tri-Annual Convention



Shown are Delegates comprising the Convention's working committee that handled Auditing, Dues and Revenue, Charters and Grievances. They also focused on P.A.F. issues. Left to right are Steven Walker, Kevin Cross, Ray Twitty, National Secretary-Treasurer Bill Van Loo, Mark Gallagher and John McElhone.

From the inception of the Union until 1966, M.E.B.A. National Conventions were staged every year. But with the advent of the District system in the 1960s it was lengthened into a bi-annual event then placed on an every-three-year schedule beginning in 2002 to mirror the District election cycle. By the time District No. 1 became the sole representative under the National M.E.B.A. umbrella, the Convention had become a little more ceremonial than substantive. Nevertheless, elected Delegates fulfilled their Constitutional obligations, and along with affiliates and special guests, gathered at the Calhoon M.E.B.A. Engineering School in Easton, MD on March 17 for a show of "Unity & Friendship." This was the 111th National Convention since the Union was established in 1875.

Delegates welcomed a pair of M.E.B.A. affiliates who briefed them on important issues experienced by their own memberships. NFOPAPE President Dan Reynolds, a veteran of multiple Conventions, gave an overview of his union's affiliation with the M.E.B.A. and urged members to support efforts to boost our profile politically and stave off modern day challenges that threaten the existence of unions

and our industry. UIM General Secretary Luis Yau Chaw and Counselor/Press Secretary Rolando Arrue catalogued alarming developments with the Panama Canal Authority that has jeopardized safety on the Canal. Delegates were disturbed by the UIM's accounts of adversarial management, a poor maintenance and inspection system and merciless work schedules causing fatigue and a serious likelihood of an accident. M.E.B.A. affiliate PASS was also represented at the Convention with a letter of greeting forwarded by its President Mike Perrone.

Acting Maritime Administrator Chip Jaenichen gave an excellent keynote address heard by Delegates as well as a packed auditorium of students attending classes at our fine continuing education facility. He focused on recruitment and retention issues and noted that this country has "an absolute sense of urgency" to boost its mariner workforce if we desire a future U.S.-flag shipping presence.

Interestingly, Delegates at this Convention approved a resolution to form an exploratory committee that would look into modifying the District system to better take advantage of the National M.E.B.A. structure.

The Convention's Committee on Constitution, Resolutions & Distribution shortly before Delegates voted on resolutions. Left to right are George Poor, Jeff Duncan, National Vice President Adam Vokac, April Fleischer, Rich Doherty and Wilson Johns.



District No. 1 holds and controls all the assets of the M.E.B.A. membership whereas the National holds the charter with the AFL-CIO. In that respect, the election of National officers is significant – in that those elected are the M.E.B.A. representatives with the AFL-CIO on important charter issues. The National officers elected at the Convention resemble the District Executive Committee. H. Marshall Ainley was elected National President with Bill Van Loo as National Secretary-Treasurer. Adam Vokac was named the new National Vice President and Chris Guerra and Phil Sistrunk were elected as National Executive Committee Members rounding out the five-person NEC.

Many thanks go to the other fifteen Delegates of the 111th National Convention which included Erin Bertram, Tracy Burke, Rich Doherty, Jeff Duncan, Kevin M. Cross, April Fleischer, Mark Gallagher, Brian Gerrish, Wilson Johns, George Poor, John McElhone, Nico Sermoneta, Adam Smith, Ray Twitty and Steven Walker.



Acting Maritime Administrator Chip Jaenichen gave a terrific keynote address to Convention Delegates and students. He noted that bringing in new talent to the U.S. Merchant Marine is critical for the future of our industry.



Seen here is the Constitutional Convention Committee on Legislation and Good of the Order. They also focused on recruiting/retention issues. Left to right are Nico Sermoneta, Tracy Burke, Brian Gerrish, NEC Member Chris Guerra, NEC Member Phil Sistrunk, Adam Smith and Erin Bertram.



111th National M.E.B.A. Convention guest speakers and the National Executive Committee are seen here towards the end of a long day. Left to right are NFOPAPE President Dan Reynolds, National V.P. Adam Vokac, National Secretary-Treasurer Bill Van Loo, National President H. Marshall Ainley, NEC Member Chris Guerra, UIM General Secretary Luis Yau Chaw, UIM Counselor/Press Secretary Rolando Arrue, NEC Member Phil Sistrunk and April Fleischer who spoke about POID issues.

Shipping Shorts

Docs & Notices Section Online

Members are reminded that a slew of important and handy documents are a click away on the M.E.B.A. website. Not only can you find the M.E.B.A. governing documents (By-Laws, Constitution, Shipping Rules) but you'll discover a bevy of .pdf application packets for the various bargaining units, shipping card applications and a number of other forms and information that will save you a trip to the hall. To get there, navigate to the "Docs and Notices" link on the left side of the main page (www.mebaunion.org) or go direct to <http://mebaunion.org/MEBA/docs-notices/>.

Bulk of POID Unit Shifted to Tennessee

In a heavy handed move, American President Lines (APL) has shifted its Professional Office and Industrial

Division (POID) from Denver, CO to Nashville, TN. POID is a division of the M.E.B.A. which ensures that APL vessels move on time and are loaded with revenue-producing freight. Their plan to move POID-Denver to a right-to-work state was coupled with a half-hearted offer to longtime Denver POID workers to relocate their families to Tennessee and work at drastically reduced wages. Their treatment of – and the lack of information provided by the company for POID families to make a life-altering decision – was incompatible with the years of dedicated service paid to the company by the hardworking POID unit. The M.E.B.A. is seeking fair and equitable wages for the Nashville employees along with fair compensation for APL's misinformation and mistreatment of the Denver POID workers. An arbitration is scheduled in the Bay area later this summer.

Alaska Contract Talks Lag

Contract negotiations for the Alaska Marine Highway System (AMHS) hit a snag when proposals by M.E.B.A. calling for cost of living pay increases were torpedoed by the State of Alaska. Representatives for the State are seeking a rollback of contract provisions claiming licensed marine engineers are overpaid and comparing M.E.B.A. mariners to shoreside bargaining units. Members employed at the ferry system voted to authorize a strike if the State's continued actions jeopardize safety and service. M.E.B.A. continues to work toward a solution that will prevent any interruption of cargo and passengers aboard the ferries. The Union believes the maintenance of a cost-of-living wage increase is justified.

Eser is Director

In recognition of Chuck Eser's ongoing excellent work at the Calhoun M.E.B.A. Engineering School, M.E.B.A. Trustees at their February meeting removed the "Interim" tag from his title. Congratulations Director Eser!

ITC Meetings to Continue

Building on the success of the last two years, the District Executive Committee will continue hosting future conferences/workshops for M.E.B.A. inland sector bargaining units known collectively as the Inland Transportation Coalition (ITC). The DEC sees an opportunity for a conference at the Calhoun M.E.B.A. Engineering School in early 2015 and intermittent future meetings depending on the Coalition's continued effectiveness.

The goal of the ITC is to discuss matters of mutual concern and provide



Onboard the UOS (Sulphur Carriers) vessel MISSISSIPPI ENTERPRISE are (l-r) 3rd A/E Kegan Irvine, 1st A/E Adam Smith, Gulf Coast V.P. Phillip Sistrunk and 3rd A/E Blake Cowan.



National Maritime Day was observed in a Washington DC ceremony at DOT HQ on May 22 attended by all segments of the industry. Here, Transportation Secretary Anthony Foxx addresses the gathering. Seated (l-r) are Acting Maritime Administrator Chip Jaenichen, USTRANSCOM Commander General Paul Selva, MSC Commander Rear Adm. T.K. Shannon, Sister Myrna Tordillo who gave the invocation and MSC Chaplain Capt. David Oravec.

education for rank & file M.E.B.A. members involved in contract negotiations, grievance resolution, union administration and maritime education. For more information on the ITC and suggestions for inclusion in the agenda next year, contact ITC President Mike O'Toole at the NY/NJ hall (201-433-7700/belowdecks1@hotmail.com) or New Orleans Representative Wilson Johns who serves as ITC Secretary at 504-523-1884/wjohns@mebaunion.org. Visit the ITC Facebook page at www.facebook.com/#!/MEBAInlandTransportationCoalition.

Please Like Me! Low Self-Esteem Facebook Site Craves Affirmation

The re-launch of M.E.B.A.'s Facebook site has resulted in almost-daily updates and much improved site traffic. The site is craving more attention from

members, retirees and friends of the Union. The site is used, along with our Twitter feed, to post photos and breaking news thus sometimes scooping our Thursday newsletter. Give it a look! Go to the M.E.B.A. homepage (www.mebaunion.org) and click on the Facebook, Twitter or YouTube icon to see what we're serving up.

CMES Intern Program Expanded

The success of the first two years of the Calhoun M.E.B.A. Engineering School Licensed Cadet Intern Program prompted M.E.B.A. Trustees to approve its expansion. The program opened its doors a little wider to budding engineers and raised its allowed enrollment to 120 a year. The summer program lasts three weeks and allows cadet/interns to receive key CMES training in Easton, MD while receiving free meals and

accommodations. It is targeted toward cadets going into their senior (1C) year and eases the way for those participants to gain M.E.B.A.-contracted employment. Forms and details are available from the School's website on the "Admissions" page.

Pay Dues with Online Portal

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

M.E.B.A. Houston Branch Agent Erin Bertram with the commemorative wreath honoring mariners at the Port of Galveston's recent Maritime Day ceremony. Left to right are John Peterlin (Port of Galveston), Erin Bertram (M.E.B.A.), Tammy Lobaugh (TAMUG), Wayne Farthing (MM&P), Dave Weathers (AMO) and Kyle Durden (Voith Turbo).





James Caponiti has been appointed as the President of the American Maritime Congress. AMC is a research and education group comprised of U.S.-flag ship owners and operators that have collective bargaining agreements with the M.E.B.A. Caponiti joined AMC as Executive Director in October 2011 upon the completion of more than 38 years of distinguished service with the Federal government.

In addition, the set-up allows members, applicants and retirees to make contributions to the M.E.B.A.'s Good & Welfare and Political Action Funds that support so many members. Contributions to the Good & Welfare Fund are tax deductible. You can



Seattle Branch Agent Jeff Duncan is manning a table at Seattle's Maritime Career Day with Washington State Ferry Rep. Bill Knowlton. M.E.B.A. has also stepped up its recruiting efforts at the Maritime Academies. In addition, with the School's Internship program and our involvement in the "Military to Mariners" program, M.E.B.A. is providing great opportunities for budding young mariners.

access the electronic payment portal from three different locations on the M.E.B.A. homepage (www.mebaunion.org). Register today and set a course for convenience!

Christie Vetoes Agreed Upon DRBA Deal

New Jersey Governor Chris Christie throttled a tentative agreement calling for a 1.9 percent COLA increase for employees at the Delaware River & Bay Authority. The Governor vetoed the modest pay increases for ferry workers who have operated for an extended period of time without a raise. Christie claimed his veto of the tentative contract agreement was based on "equity," a statement that was rejected

by observers of the deal. The DRBA is jointly operated by the State of New Jersey and Delaware. The tentative contract was approved by DRBA as well as the state of Delaware. DRBA Commissioner Fernando Guajardo recently resigned over Christie's actions. M.E.B.A. has been working with NJ Congressman Frank LoBiondo to help spark an understanding. M.E.B.A. Atlantic Coast Vice President Chris Guerra noted that Christie's meddling in the contract "seems to fly in the face of running a safe and efficient ferry system for the public, particularly in light of the tragic ferry casualty in South Korea." Speculation is widespread that Christie's veto had more to do with politics than smart public service.



M.E.B.A.'s Executive V.P. Adam Vokac with Sen. Patty Murray (D-WA). The Political Action Fund strengthens our ties to key lawmakers who help protect U.S.-flag shipping.



The Financial Review Committee completed the annual examination of Union finances in April. Their report was reviewed and accepted by members at the May meetings. Left to right are Brian Evjen (Houston), Gabriel Gillogly (Oakland), Steve Oldak (New York), Ed Allen (Norfolk) and Rich Wagner (Seattle).

Support the P.A.F. – the Fund That Protects Your Job

The Political Action Fund is a key tool that enables our Union to foster friendships and solidify the Union's political relationships in Congress – crucial to assist the continued viability of a U.S. Merchant Marine. We all benefit from a strong political advocacy program.

There are annual battles in Washington, D.C. over federal programs and statutes that support the U.S. Merchant Marine like the Maritime Security Program, the Jones Act and cargo preference laws. Collectively, these laws and programs prop up the foundation of M.E.B.A. jobs in the U.S. Merchant Marine and the security of those jobs in the future. It is imperative that the maritime industry receives support and protection from lawmakers. Legislators must understand these vital laws and programs and remain committed to keeping them in place. Less than 20% of the membership currently contributes to the P.A.F. If the U.S. Merchant Marine is to continue to remain healthy, we need greater participation from the membership in this important Fund. Call or visit an M.E.B.A. Union hall or office to contribute to this worthy cause. You can also enroll in the new member payment portal (accessed from www.mebaunion.org) and make a contribution electronically. To help



The USNS MAJOR STEPHEN W. PLESS, which along with the KOCAK and OBREGON, was turbo activated in no-notice fashion from the Military Sealift Command. M.E.B.A. members quickly crewed up the Keystone vessels and brought them out for successful sea trials.

guarantee the future of your Union, please contribute to the M.E.B.A.'s Political Action Fund!

Quick Response for Surprise Turbo Activation

M.E.B.A. confirmed that its members are ready for action after the late-May no-notice turbo activation of three Military Sealift Command ships based in Newport News, VA. MSC activated the government-owned Maritime Prepositioning Force vessels the Tuesday following Memorial Day requiring M.E.B.A. to round up 21 qualified deck and engine officers to

join the ships before the weekend. The vessels, managed by M.E.B.A.-contracted Keystone Shipping, departed on sea trials that Saturday. The vessels include the USNS SGT. MATEJ KOCAK, USNS PFC. EUGENE A. OBREGON, and the USNS MAJ. STEPHEN W. PLESS. The ships are all in ROS-4 (Reduced Operating Status) meaning that they can fully activate and sail within 4 days of receiving notice. Turbo activation sea trials involve various drills, tests and exercises that confirm a vessel's maintenance, support and readiness.

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The Maritime Industry Sail-In is an annual trip to Capitol Hill by the industry which had 170 appointments with Senators and Congressmen to educate them about the industry. Among other issues, industry reps informed Congress that if the Jones Act is not perennially guarded, the carriage of domestic waterborne commerce and vessel traffic along our coasts and waterways will be the dominion of foreign-flag interests. Interestingly, as one of the Sail-In groups got ready to visit Sen. Dianne Feinstein, Ms. California inexplicably showed up necessitating a group photo. Left to right are AMC's Jim Caponiti, Crowley's Bill Pennella, Ms. California, MM&P's Jeremy Hope, U.S. Navy (ret.) Jonathan Kaskin & Tall Ships America's Michael Rauworth.



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Executive Administrator

***Pictured Left to Right:** Natasha R. Donoway, Rose M. Whayland, J.D. Schroen, CPA, Frank L. Brittingham, Stephanie P. Brown, MBA, Mark E. Engberg, CFP®, Shelly M. Mullins, Bruce W. Robson, CFP®, Andrew H. Benjamin, Kimberly A. Bateman, and Sandra M. Hearne.*

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Headquarters hosted a forum with Military Sealift Command to help enhance the Government-labor partnership. Left to right are MSC Deputy Director of Total Force Management Mike Morris, MSC Counsel Garrett Rassing, MSC Deputy Commander RADM Larry Jackson, MSC Commander RADM T.K. Shannon, M.E.B.A. President Marshall Ainley, SIU President Mike Sacco, MM&P President Don Marcus (partially obscured), SIU Executive V.P. Augie Tellez, MM&P Govt. Relations Klaus Luhta, and M.E.B.A. Govt. Fleet Rep. Tracy Burke.



Member Joseph Hood sent this one in of the CAPE KENNEDY (Keystone) in the icy Delaware River in February awaiting shipyard readiness. The Bosun is seen walking back from checking the anchor.



The U.S. Navy plans to install an electromagnetic railgun aboard the M.E.B.A.-crewed joint high speed vessel USNS MILLINOCKET in 2016. EM railgun technology uses an electromagnetic force - known as the Lorenz Force - to rapidly accelerate and launch a projectile at higher velocities than conventional guns.



Faces around the Fleet

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The guys on the USNS WATERS (Patriot) who make sure that engine room operations go smoothly. Left to right are C/E Steven Fastzkie, 2nd A/E Cameron Ruth, C/E Mike Waller, 3rd A/E Mike Doherty (in back) and 1st A/E Craig Woodward.



Some of the engine crew that keeps the HORIZON ENTERPRISE humming along. Left to right are C/E John Sheehan, 1st A/E Tom Ferguson, Kings Point engineer cadet Mary Silk and 2nd A/E Ed Church.



Soon after the Military Sealift Command met at M.E.B.A. HQ for meetings with the unions that crew their vessels, MSC Commander Rear Admiral T.K. Shannon hosted M.E.B.A. President Marshall Ainley at MSC Headquarters. Big topics of discussion included the turnover of the Watson-class LMSRs to Patriot and the recent turbo activation of three Keystone vessels.

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

M.E.B.A. Vacation Plan participants can submit a voided check or savings account deposit slip for direct deposit of vacation or port relief funds to their checking or savings account. They will still have the option of receiving their Vacation and Port Relief Benefits as a paper check or as a direct deposit into a bank account designated by the Participant. Once a bank authorization is completed, either option may be chosen each time they file for benefits.

You must complete an authorization for direct deposit of Vacation and Port Relief benefits and submit the original to the Plan Office in Baltimore. You must attach a voided check for checking accounts, and a deposit slip for savings accounts. Please verify with your bank that the routing number that appears on the check or deposit slip is valid for direct-deposit transactions.

Authorization forms are available from the Plan Office, Plan Outport Offices and at the Plan's Website –www.mebaplans.org (Forms, Vacation). Complete details are available on the Plan's site as well.

If you enroll in the Plan's Direct Deposit program, you will file for Vacation and Port Relief benefits in

the same manner as always. You must choose each time you file whether you want your entire benefit paid by paper check or by direct deposit to your designated bank account.

If you have any questions contact the Vacation Plan Office in Baltimore at (800) 811-6322 or at vacation@mebaplans.org

STCW: Important Dates to Remember

July 1, 2015 - Everyone must have completed security training, either Vessel Security Officer (VSO) or Vessel Personnel with Designated Security Duties (VPDSD) and have it put into their MMC by this date. Originally it was supposed to have been done by January 1, 2014, but the STCW Convention (now called HTW) made a recommendation to port state administrations to “note, but not detain” mariners that do not have the security training after January 1, 2014. Port state administrations are not required to follow the STCW recommendation, so members should take this training as soon as possible.

January 1, 2017 - This is the deadline for all the new Manila Amendment training requirements. You should not count on getting an extension for this deadline. The required training is as follows:

- 1) Anyone that has one year of sea time in the last five years must demonstrate continued competency in BST Fire Fighting, BST Personal Survival and Advanced Fire Fighting. Initially this will be done by taking the BST (3 days) and Advanced Fire Fighting (2 days) refresher classes. Both will be offered during the same week.
- 2) Anyone that does not have one year of sea time in the last five years, but has a current BST and Advanced Fire Fighting endorsement in their MMC can also take the refresher classes.
- 3) Anyone that does not have one year of sea time in the last five years and does not have a current valid BST and Advanced Fire Fighting endorsement must retake the entire BST and Advanced Fire Fighting classes. This would include anyone that is bringing their license out of “continuity.”
- 4) Engineering Officers with a Management level license (1st or Chief) must show completion of training for the following courses:
 - a.) Leadership and Management

- b.) Engineroom Resource Management
- c.) Management of Electric and Electronic Control Equipment

If this training is not documented in their MMC before this date, their license will not be valid to sail on a foreign voyage after this date. The Calhoun M.E.B.A. Engineering School is currently offering both the Leadership and Management and the Engineroom Resource Management courses. These

courses will be offered frequently in the coming months and years. The Management of Electric and Electronic Control Equipment course is under development and will presumably be offered in the 2015 schedule.

- 5) Deck Officers with a Management level license (Chief Mate and Captain) must show completion of training for the Leadership and Management course. If this training is not documented in their MMC before this date,

their license will not be valid to sail on a foreign voyage after this date.

- 6) Deck Officers that are assigned to vessels with ECDIS and ARPA equipment must show documentation of training on this equipment.

The School has also requested the USCG to accept previous completion of several of their approved courses to be equivalent for some or all of the training required. Once this is clarified, the information will be released.



At Congressman John Garamendi's 37th Annual Basque BBQ in the Sierra foothills of California. Left to right is Director of the San Francisco Marine Exchange Captain Lynn Korwatch, M.E.B.A. member Mike Woolford, Rep. John Garamendi (D-CA), M.E.B.A. Rep. Dave Nolan, and retired M.E.B.A. member Larry Korwatch. Also in attendance and not pictured is retired M.E.B.A. member Duncan Ballenger and M.E.B.A. member Jim Rowe. Rep. Garamendi has been a strong supporter of the industry.

Faces around the Fleet



A relaxing photo of M.E.B.A. pensioner Brenden Johnson (BJ) who retired in 2008. He's seen here at his ranch with his wife and two Danes, Max and Rudee. Max is being trained as a therapy dog. Brenden is enjoying life in Eureka Springs, Arkansas in the Ozarks. He sends a "shout out" to all his friends and shipmates at Matson.



Members joined Congressman Gene Green (D-TX) at his annual golf tournament in Houston recently. Team M.E.B.A. includes (l-r) Jeff Gullitis, Bart Troxell, Rep. Gene Green and Jim Twomey. Gulf Coast V.P. Phil Sistrunk was the fourth member of the team. At the event, Phil networked with the Congressman whose jurisdiction includes our Houston hall.

CAPE RAY – Lying in Wait

The Maritime Administration's Ready Reserve Force vessel M/V CAPE RAY has been lying in wait in Rota, Spain eager to carry out the next phase of its mission. M.E.B.A. Deck and Engine officers aboard the Keystone-managed vessel are part of a high-profile operation to help destroy components of Syria's chemical weapons arsenal.

Two Field Deployable Hydrolysis System (FDHS) units on the main deck of the ship have been outfitted to process between five and 25 metric tons of chemicals per day and render them inert. The operation was supposed to conclude by late June, however, Syrian delays have pushed the timetable back.



The CAPE RAY was modified to dispose of Syrian chemical weapons in accordance with a 2013 international agreement.



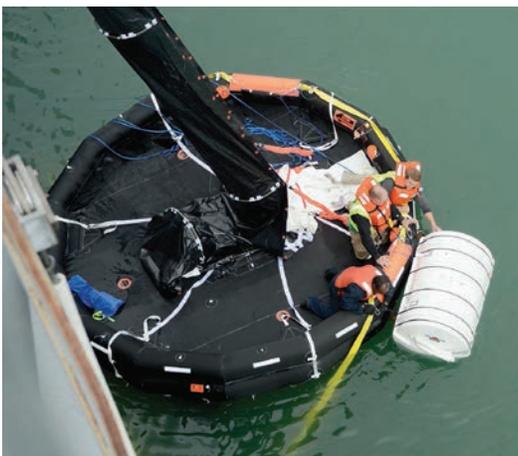
One of the two FDHS units installed on the CAPE RAY. Once the ship takes the chemical stockpile at Gioia Tauro, it will sail into the open Mediterranean before processing begins. The waste from the neutralized chemicals is set to go to land sites in Britain, Finland, Germany and Texas for ultimate disposal.



Once the Syrians transport the rest of the most volatile chemical weapons components to its port of Latakia, Danish and Norwegian cargo ships will load up the stockpile and turn them over to the CAPE RAY at the Italian port of Gioia Tauro.



CAPE RAY Chief Mate Jack Menendez prepares for weight testing of the Marine Evacuation slide while the vessel sits in Rota.



CAPE RAY crew secure the pod containing the life raft portion of the Marine Evacuation system to the base unit. The life-saving device has an escape chute where the crew could rapidly evacuate into a waiting life raft.



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.”

DANIEL N. ALDRICH

Daniel Aldrich shipped off toward his final destination on January 8, 2014 at the age of 88. He was a longtime member who kept things humming in the engine room for years. He last shipped out for Marine Transport Lines before filing for retirement and committing himself to the shoreside life in 1989. Brother Aldrich was a resident of El Cajon, CA and is survived by daughters Linda and Pamela. He is predeceased by his wife Joan.

JEAN KENNETH BOURQUE



Jean Bourque sailed into the sunset on December 27, 2013 at the age of 85. Jean spent four years with the U.S. Army before joining up with the M.E.B.A.

and shipping out for 39 years. He enjoyed boating and traveling in his spare time. Jean last shipped out with Keystone before his retirement became effective in early 1985. Left behind to cherish his memory is his loving wife of 59 years Bessie, daughters Pamela White (and husband Thomas), and Brenda Blevins, grandchildren Terry Richardson (and wife Donna), Timothy Richardson, Cody Richardson (and

wife Meghan) and David Blevins as well as his great grandchildren Kayla, Colin, Kaitlyn and Caysen. Brother Bourque was a resident of Santa Fe, TX.

CLINTON J. BRUNETTE



Clinton Brunette found his safe haven on July 2, 2013 at the age of 85. He was a member of the Brotherhood of Marine Officers, an M.E.B.A. Division

which later was merged into the District.

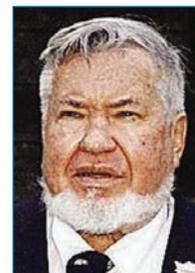
Clinton joined the U.S. Army in 1949 serving for a year and a half before suiting up with the BMO and shipping out. He worked his way up to Second Officer navigating vessels. While overseas in Scotland, Clinton met Susanne Cook. They were married in 1954 in London, England where they lived as Clinton continued his shipping career. Later they moved to Cass Lake, MN. They purchased Black Mallard Resort in Stone Lake, WI and Clinton would help Susanne run the facility during the summer months in between shipping. They both retired in 1980. They enjoyed trips to Florida during the winter months to visit family in Lake Worth and to stay in Panama City Beach where they were

members of the American Veterans Club and Fleet Club. Throughout their lives Susanne and Clinton loved to dance together and care for one another. Clinton is survived by his two children, Brad Brunette of Panama City, FL, Michelle O’Neill of Lake Worth, FL; three grandchildren, Colin and Allison O’Neill, Austin Brunette; four siblings, Herman, Madaline, Pauline and Geraldine; close nephew, Carl Humphrey; and many nieces and nephews. He was preceded in death by his loving and devoted wife of 59 years, Susanne; parents; and two brothers.

ROBERT F. COOKE JR.

Robert Cooke reached the end of the line on November 9, 2013. After turning wrenches for many years on the high seas he came onto the beach and settled down in the Philadelphia area. He is survived by his sister Celestine Henderson and brother Emmett Cooke.

JOSEPH F. DAWICKI JR.



Joe Dawicki Jr. voyaged to the great beyond on October 4, 2013 at the age of 78. Joe sailed for over 50 years, starting when he was still in high school, serving in



1951 as a wiper. He earned his Chief Engineer's license in 1958. Joe began his career at Woods Hole Oceanographic Institute in 1962 as a 3rd A/E aboard the R/V CHAIN. In 1970, he transferred to the R/V KNORR as relief engineer then became Chief on that vessel in 1972. During his career at WHOI, he was also relief engineer on the R/V OCEANUS and temporary Chief aboard the R/V ATLANTIS II. He retired from WHOI in 1979. Sons Michael and Brian also sailed on WHOI research vessels as did his father, Joseph F. Dawicki, Sr., who sailed on the first ATLANTIS. He later spent most of his career at the Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority where he served as Chief Engineer on many of the Steamship Authority's steam and motor vessels. He was the last Chief Engineer on the steamer NOBSKA and was the first Chief on the current motor vessel EAGLE. He also served for a period of time as the Authority's port engineer and was involved in the construction and refitting of many of the SSA's vessels. He retired in 1998. Survivors include his wife of almost 60 years Barbara, sons Michael, Kenneth, Joseph, Brian, and Eric, 12 grandchildren and four great-grandchildren. He is also survived by many nieces, nephews and cousins.

ANDREW P. FORAY



Andrew Foray steamed into the sunset on January 7, 2014 at the age of 58 after a long and valiant battle with Melanoma. Andrew graduated the U.S. Merchant

Marine Academy at Kings Point, NY in 1977. He was commissioned into the Navy Reserves attaining the rank of Lieutenant Commander, and concurrently joined the M.E.B.A. sailing all over the world as a 2nd A/E. He married Debra McCann in 1982 and they were blessed with three boys, Andy, Tom and Michael. Andrew ultimately started System

Enhancement Associates (SEA), a computer programming business, with his brother-in-law and friend Thom Henderson. He then started the consulting firm Andrew Foray Associates. One of his clients was EBS Dealing Resources of Parsippany which he ultimately went to work for in 1998. Andrew was a long-time member of the Knights of Columbus where he moved through the ranks of Grand Knight of Bishop Navagh Council 5943, District Deputy, Chairman of Paterson Federation's basketball free throw competition, and more currently, Faithful Navigator of the Franciscan Friars Assembly. He was involved with the NJ Naval Brigade and Boy Scouts and enjoyed many years of dedicated service as Webelos Den Leader, Committee Chair-Pack 101, and Committee Member-Troop 101. Andy was especially proud of his three sons' involvement in scouting, all three of them attained the rank of Eagle Scout. His family traveled a lot and Andy loved visiting lighthouses, battlefields, waterfalls, vineyards, and would hike nature trails, and boat and beach down at the Jersey shore. He was also a soccer referee and a Eucharistic Minister and Church Reader. Andy's family was his highest priority but his detail-oriented, problem-solving nature was a blessing to many as he would never say no when family, friends and associates needed help.

ROBERT LUKE FRANCIS



The keys went silent for Robert Francis on October 8, 2013 at the age of 86. Robert was a member of the Radio-Electronics Officers' Union (ROU), an autonomous District of the National M.E.B.A. He sailed in ship radio shacks for years until 1974 when he finally hung up his headset. He is survived by his wife Dorothy and children Annalee, Melinda, Scott, Julie, Jarrett and Robert.

JOSEPH B. GATES

Joe Gates reached his final shore on December 4, 2013 at the age of 68. He was a Radio Officer sailing for the ROU, a District of the M.E.B.A. He kept the communication lines open for years and haunted the radio rooms of many a seagoing vessel until his last voyage in 1992 aboard Interocean's EQUALITY STATE. He is survived by his wife Arlene Lux and daughter Rachael May.

RICHARD GIERCZIC

Richard Gierczic sailed toward safe haven on September 9, 2013 in Webster, TX at the age of 86. Born in Wisconsin, he started sailing on the Great Lakes as an oiler at an early age. A hawsepiper, he was a self-taught seaman. He read all the books and manuals that he could get his hands on and quickly earned his way up to Chief Engineer. He was honorably discharged from the U.S. Coast Guard after serving in World War II then suited up in the M.E.B.A. blue and gold. Richard shipped out with Lykes sailing as Chief on several of their ships such as the MALLORY LYKES and the MARGARET LYKES. He retired in the late 70s after shipping out for almost 30 years. He is survived by his wife of 42 years Irene Ezra Gierczic and his daughter Pamela Wolfe. He loved the sea and had many wonderful stories to tell to all who listened. He will be buried at sea at a future date when his ashes can be scattered along with his wife's.

DONALD J. HALL

Donald Hall sailed into the sweet hereafter on February 19, 2014 at the age of 87. He had a long and distinguished career in ship engine rooms around the globe last going to sea in 1979 aboard the SS CHARLES LYKES. He retired the following year and settled down in Freeport, OH with his wife Hatsuko. After living without her for 15 years, Donald joins her in death.

ERRETT LINWOOD HARDING



Errett Harding eased into the firmament on December 18, 2013 at the age of 92. After graduating high school in 1938, he joined the war effort and shipped out with the M.E.B.A. His engine room skill was on display throughout the rest of WWII, Korea and Vietnam as well as for many peacetime missions. He last shipped out in 1966 before hanging up his boiler suit. The longtime Chief Engineer came onto the beach and married Roberta McCormack. Errett worked as an inspector for Commercial Union and One Beacon Insurance, retiring in 2002. He was a member of Sacred Heart Catholic Church. Survivors include his beloved wife of nearly 37 years Roberta; sister Louise Dameron; brother-in-law Francis McCormack; sister-in-law Clara Addison; and many other relatives and friends.

DAVID C. HASKELL

David Haskell sailed off toward his final port call on May 18, 2013 at the age of 87. Dave was a virtuoso in the engine room showcasing his craft the world over and working his way up to Chief Engineer. He last shipped out shortly before his 1992 retirement aboard the APL ship PRESIDENT JOHNSON. David was a resident of Woodinville, WA and is survived by his wife Dorothy among others.

CLIFTON JOHNSON

The creator rang down 'finished with engines' for Clifton Johnson on June 30, 2013 at the age of 96. He had an extended shipping career through war and peacetime keeping the cargo coming on shipping lanes around the world. Clifton last sailed for U.S. Lines in 1984 before putting his pension to good use. He is survived by many family and friends.

EDDIE E. JORDAN

Eddie Jordan eased into eternity on March 18, 2013 at the age of 63. He turned wrenches for many a year and traveled the world keeping engine rooms humming. He last shipped out aboard the EUGENE OBREGON. Eddie was a resident of Crossville, Tennessee. He is survived by his wife Sandra and children Johnnie and Janet.

MARION P. KNIGHT

Marion Knight crossed the great divide on August 27, 2013 at the age of 91. He had a long and fruitful career shuttling crucial cargo through dangerous waters and ensuring that America's economy kept moving during times of peace. Marion retired in 1975 and was able to live comfortably through his long retirement thanks to the M.E.B.A. He was a resident of Roseburg, OR and is survived by his son Paul. He joins his wife Lillian in death.

JAMES M. LANGMEYER



Jim Langmeyer sailed into the next life on December 6, 2011 at the young age of 57. Jim was born in Boston on Christmas day, then was raised and educated in Dedham, MA and lived in Weymouth, MA for 32 years. He was a 1975 graduate of Maine Maritime Academy and a proud M.E.B.A. member. Jim was active in support of his Union brothers and sisters - dedicated, he was always there when called upon. Jimmy organized, stood on picket lines, recruited at the Academies and did numerous government breakouts. He sailed as Chief Engineer with MTL, Apex Marine, Nicholas Bachko, Maersk and Horizon Lines. He retired in 2008 after a 30 year career at sea with the M.E.B.A. As a retiree, he continued to attend Union meetings letting his voice be heard, filled open board jobs & taught at the Calhoun M.E.B.A. School.

Jim was an outdoorsman. He enjoyed the beach, skiing, riding his motorcycle and enjoying all that nature had to offer. He was a member of the Weymouth Elks but was most passionate about family, friends and especially his grandchildren, James and Caroline. He was the beloved husband of 33 years to Frances Fran (Hughes) Langmeyer; devoted father of Holly Sullivan and her husband Chris; loving brother of Paul & Maryanne Langmeyer, Dennis deMello and Georgina & Bob Ward; beloved brother-in-law of Tom Hughes, Beth & Dick Laurie, and Dave & Jacqueline Hughes. He is also survived by many nieces, nephews and friends who miss him. Jimmy exemplified loyalty to his family, friends and colleagues. He was a true standup guy.

SIMON MARDIROSIAN

Simon Mardirosian was released from earthly ties on November 23, 2012 at the age of 86. Born in Newton MA, he resided in Perkasio, Pennsylvania for the past 34 years and Doylestown, PA previous to that. He last shipped out on the BORINQUEN, a Navieras de Puerto Rico ship. He dedicated 12 years to that ship sailing as 1st A/E and his toil and expertise kept his engine room running smoothly. He retired in April 1987 after working at sea for 33 ½ years. Simon was the beloved husband of 54 years to Virginia, devoted father to Gary and his wife Sarah Mardirosian of Hatfield PA, and the late Steven Mardirosian, who is survived by his wife Susan. He is also survived by his sister Anna Bazarian of Arlington MA, and loving grandfather to Jacob and Henry Mardirosian. Simon was a lifetime NRA member and enjoyed gardening and spending time with his family.

ROBERT M. MARKS

Robert Marks was promoted to glory on October 21, 2013 at the age of 86. He had a long and successful career with the Union and sailed for a variety of companies bringing him all over the world. He last shipped out with Sea-Land Service in 1985 before putting away his calipers and retiring to



Seattle, WA. He joins his wife Gertrude who died in 2013 and is survived by his daughter Linda among others.

MARTIN P. McATEER



Martin McAteer sailed into the sunset on Saturday, February 22, 2014 after a long battle with cancer. He was 80 and a resident of Eastchester,

NY since 1974. Previously he lived in Providence, R.I. where he was born and attended school. While a member of the U.S. Army, he was stationed in South Korea in the late 1950s. In the early months of 1963, Martin was a junior officer on one of the ships bringing food and medicine to Cuba as part of the ransom for Bay of Pigs prisoners. He enjoyed recalling the night-on-the-town provided by the Cuban government to the local nightclubs. The U.S. Coast Guard awarded him his Chief Engineer's license in April 1968. His career included working for American Export Lines, United States Lines and Farrell Lines. His last ship was the MAYAGUEZ in December 1992. He retired on Jan. 1, 1994. Martin was married for 39 years to his wife Barbara who survives him. They met on the CONSTITUTION during a Thanksgiving weekend cruise to Bermuda in 1967. He is also survived by his three sisters Arlene Corrigan of Rhode Island, Joan Read and Patricia Poss of California, and many nieces and nephews.

WILLIAM MARTIN McGRATH

William McGrath ended his earthly career on March 11, 2014 at the age of 89. He was a resident of Orange Park, FL. Bill had a long and prosperous career at sea delivering the cargo for nation and Union. He last shipped out in 1986 aboard the SS PUERTO RICO which was operated by Puerto Rico Marine Management. He joins his wife Macy who died in 2002.

WILLIAM PATRICK MORRIS



Pat Morris departed this world on April 19, 2014 at the age of 73 in Shady Side, MD. Known as "Pat" to all but a few intrepid telemarketers

who called him "Bill," he was born in Green Bay, Wisconsin on Christmas Day in 1940. His great loves were his wife of nearly 50 years Mary, his 3 children, 6 grandchildren, the Fighting Irish and the Green Bay Packers, not necessarily in that order. Pat graduated from the University of Notre Dame before relocating to Washington, D.C. and earning his JD from Georgetown University Law Center. In Washington, he met Mary, who when Pat said he was from Green Bay, responded "Oh, the Packers." Obviously, he married her. His distinguished legal career includes roles at the Federal War Claims Commission; the Department of Commerce; the International Law of the Sea Negotiations; the Merchant Marine and Fisheries Committee, U.S. House of Representatives; National Maritime Council; and Shipbuilder's Council of America. He served as General Counsel and Deputy Administrator at the Maritime Administration during the presidency of George H.W. Bush. Most importantly he served as Legislative & Legal Affairs Director for the M.E.B.A. in the Larry O'Toole administration. He had an earlier stint with the Union focusing on legislation during Joel Bem's term in office. Pat was active in his community as well, including in the Notre Dame Club of Washington, the D.C. Propeller Club, Hillcrest Children's Center, the Westlee Civic Association and Our Lady of Sorrows Catholic Church. Pat is survived by his beloved wife Mary; his children Paul (and Linda) Morris, Joan Holtz, and Bridget (and Joseph) Hauler; grandchildren Dominick Morris, Ryan Holtz, Ian Holtz, Paul Holtz, Adelaide Hauler and Emmett Hauler; and brother Peter Morris. Pat is predeceased by his

father William Frances Morris, mother Catherine Sommers Morris and brother Charles Michael ("Mike") Morris.

WILLIAM R. MURPHY

William Murphy made sail for the great unknown on November 4, 2013 at the age of 92. His shipping career concluded 44 years ago after plying the waves for a variety of shipping companies. He last sailed for U.S. Lines in 1969 then moved on to a shoreside career. Bill was a resident of Chattanooga, TN. He joins his wife Constance who died in 1998 and is survived by his daughter Kathleen Kadlac among others.

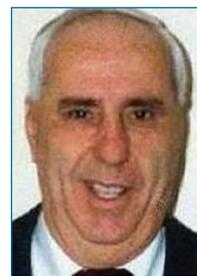
CHARLES PATTON



Charles Patton concluded his earthly visit on October 16, 2013 at the age of 87. Charles was a top notch marine engineer plying the waves

for many years in both peace and in war. He married Dorothy Hawkins on Jan. 16, 1948, in Mobile, AL. She preceded him in death in 1993. He later married Billie Marie Farris in 2004 who he lost in 2011. Survivors include son Rick Patton and longtime partner Elias Cruz; step-sons Bill Farris, and Bob Farris; stepdaughter Pam Creekmore and her husband Reggie; and several step-grandchildren.

JOSEPH MAURICE PENOT, SR.



The keys went silent for Joseph Penot on September 15, 2011 at the age of 81. He was a native of New Orleans and a resident of Baton Rouge,

LA. He attended Gulf Radio School in New Orleans after his discharge from the Army in 1948. Joe started

his long career at sea in 1950 sailing aboard a variety of vessels. He later became the Port Representative for New Orleans. He was also Executive V.P., President and then Legislative Consultant for the Radio Officers-Electronics Union (ROU) which served as District No. 3 under the National M.E.B.A. He served the membership with dedication, honor and hard work, continuously trying to save radio jobs at sea, a dying art. In 1996 he earned his Bachelor of Arts Degree from Antioch University (George Meany Center of Labor Studies). He is survived by his wife of 60 years Elaine, children Amy Ohmstede, Joseph Penot, Jr. and five grandchildren.

ROBERT W. ROSE

Robert Rose shipped off toward distant lands on April 17, 2013 at the age of 89. He was a first-rate mariner who sailed for various companies for 50 years bringing him around the world many times. He last shipped out with Puerto Rico Marine in April of 1992. He joins his wife C. Paige Rose who died in 2001 and is survived by many family and friends.

RICHARD E. SCHILLING



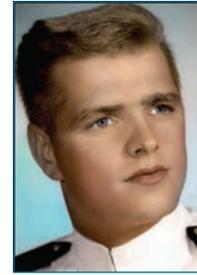
Richard Schilling set course for calmer waters on August 5, 2013 at the age of 92. He was a veteran of the US Army Air Force during WWII,

and served in North Africa and the European Theater as an Aerial photographer. He later joined the Radio Officers-Electronics Union (ROU) and kept the communication lines open aboard vessels around the world. He last shipped out aboard the SEALAND OAKLAND in April of 1986 before hanging up his headset. He is survived by many family and friends.

CHARLES J. SEEBACH

Charles Seebach eased into the firmament on July 18, 2013 at the age of 78. He worked at the M.E.B.A. Plan Office and did an excellent job until late 1999 when he bid farewell to the M.E.B.A. and retired to Stewartstown, Pennsylvania. Charles is survived by niece Alison Huppert among other family and friends.

WILLIAM SIEMANN



William Siemann shipped off toward his final destination on August 22, 2013 at the age of 71. He died doing what he loved most: sitting on

his couch watching the stock market on one TV and a movie on his other TV. He lived in Belfast, Maine all his life. After high school, Billy went to Maine Maritime Academy in Castine, and graduated with a Bachelors of Science Degree in June of 1964. By 1969 he was sailing as a 1st A/E and became a Chief Engineer seven years later. During the next 27 years, Billy worked with a variety of shipping companies and sailed around the world many times. With his mother getting older, he decided to retire in 1991. However, he never knew if he would go back to work so he kept his Engineer's License current to his dying day. He was also the owner of B&M Market on Route 3 in Belmont, Maine. He sold the store in 2000 but still loved to go out every day to have his coffee and offer "his

The ashes of longtime M.E.B.A. President Jesse Calhoon were buried in the North Atlantic recently after a service attended by M.E.B.A. officers and other shipmates aboard the HORIZON NAVIGATOR. M.E.B.A. officers onboard the vessel included Chief Patrick Murphy, 1st A/E Joe Spell, 2nd A/E James Smith, 3rd A/E Robert McMurray, 3rd A/E Ronald Watson and 3rd A/E Tim Baldt. Capt. Dave Cvitanovic and Chief Engineer Murphy, among others, spoke about Jesse and his legacy. A blessing was read and "The Last Watch" poem was recited. 'Finished with Engines' was rung up on the telegraph then after a long blast of the ship's whistle, Chief Murphy released the remains "into a magnificent and tranquil sea." With bowed heads, the crew then paid their last respects to Jesse Calhoon to mark the end of his watch.



advice” to anyone that listened. Over his lifetime, Billy made many, many friends. He had a kind heart and would do anything for anyone. He is survived by Robert Siemann and wife Katherine; Frederick W. Siemann Jr., and wife Trudee; Frances Tash and husband Richard Sr.; Joan Siemann; Barbara Robertson and husband Daniel; Lillian Stone; Martha Albert and Deborah Pomerleau. Billy also is survived by many nieces and nephews too numerous to mention. On the memorial website, one friend noted that, “I am guessing that one or more celebrations of Billy’s life will spontaneously occur. And that friends will make donations to good causes. Hope there is lots of laughter and misbehavin’ to personalize Billy’s send-off. This may happen over an extended period (‘cause what’s the hurry? We’ll miss him for...ever.)”

BERNARD T. SIMMONS

Bernard Simmons embarked on his final passage on April 8, 2013 at the age of 85. He headed up ship engine rooms for many years and his expertise

paid dividends for M.E.B.A.-contracted shipping companies. He last sailed as Chief Engineer aboard the old Grace Line vessel SANTA ISABEL that was being operated by Prudential Lines at the time of his retirement in late 1974. He was a resident of Sarasota, FL and is survived by his wife Verona, son Terence and daughter Patricia among others.

WESLEY W. TANNER

Wesley Tanner sailed into the sunset on January 13, 2014 at the age of 90. He was a Radio Officer who sailed for the ROU – District No. 3 of the National M.E.B.A. He last went to sea in August of 1983 aboard the OGDEN CHAMPION. Wesley was a resident of Lake Placid, Florida and is survived by his wife Emelia and children Kevin and Michelle.

GEORGE VAN VALEN JR.

George Van Valen rose above the horizon on December 11, 2013 at the age of 93. He was a native of Queens, NY who eventually resettled

in Fairview, NC. George spent a long and productive career at sea turning wrenches and had many a sea story to tell in his later life. After his shipping career, he bred and showed long-haired dachshunds and was a member of Emmanuel Lutheran Church of Asheville, NC. He is survived by daughters Kathleen Merker (Larry); Pat Sweeney; Ginger Jentzen; Linda Barton (George); step-daughter Patricia Reece (C.J.); and son Robert. He has eight grandchildren and several great-grandchildren. He joins wives Bernice and Elizabeth in death.

FRANK J. ZANANSKI

Frank Zananski reached his final shore on December 5, 2013 at the age of 86. He shipped out for many years on a number of vessels making sure his engine rooms were humming along smoothly. He last went to sea aboard the SS NUEVO SAN JUAN with Puerto Rico Marine in 1989. Frank was a resident of Windermere, FL and is survived by his wife Anna and sons John and Gerald.



Matson Navigation has been very supportive of one of our members who has had medical difficulties this year. Barry Reese became sick while sailing on the MOKIHANA as a 3rd A/E. Left to right are Cindy Shortall, Matson Marine Personnel Administrator, Barry Reese and Micki Milheiser, Matson Senior Adjustor Personal Injury Unit. Barry, has made good progress of late and is ready to return to his home in Milwaukie, Oregon.



Oakland Patrolman Christian Yuhas captured the engine crew on the Matson ship MANOA for a recent photo. (He let them go soon after). From left to right are Paul Guidry (M.E.B.A. Dayworker), Egan Dolph (M.E.B.A. Dayworker), Ron Molina (MFU Chief Electrician), Derrick Burns (M.E.B.A. 2nd A/E), Wayne Sumner (M.E.B.A. 1st A/E), Alex Mahimer (M.E.B.A. 3rd A/E), Harry Dodson (M.E.B.A. 1st A/E & Relief C/E), Kyle Murray (MFU Wiper), Anthony Fasciano (CMA Engine Cadet), Howard Parks (M.E.B.A. C/E), Dan Earle (M.E.B.A. Dayworker) and Jim Rowe (M.E.B.A. Dayworker).

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M.E.B.A.'s Eric Gusek on watch in the engine room aboard the HORIZON ENTERPRISE.



On the ALLIANCE NORFOLK (M-Ships) earlier this year in Beaumont, TX are (l-r) Second Mate Brian Campbell, 2nd A/E Fred Delucca, Capt. Dan Davis & Third Mate Michael Carr. They were getting ready to test the lifeboat.



The CAPE ORLANDO is one of the Maritime Administration's Ready Reserve Force vessels managed by Patriot Contract Services and berthed in Alameda, CA. Left to right are Executive V.P. Adam Vokac, Oakland Patrolman Christian Yuhas, 2nd A/E Walter Bagley and 1st A/E Dustin Skala.



In front of the Alaska Marine Highway System ferry MATANUSKA are M.E.B.A. members (l-r) 1st A/E Dennis Early, 3rd A/E Matt Severns, 1st A/E Sam Romey, Chief Engineer Eric Wiberger and 2nd A/E Ray Sunga. This was taken in February during dry dock and ABS/USCG inspections.