

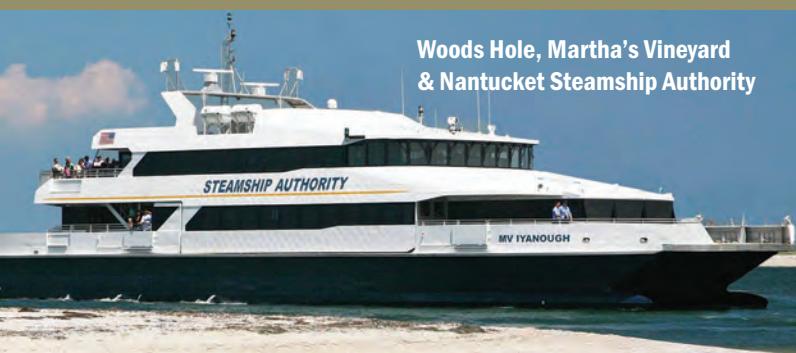
M.E.B.A.

MARINE OFFICER

Marine Engineers' Beneficial Association (AFL-CIO)
Summer 2022



M.E.B.A. Ferry Fleet Opportunities: Whatever Floats Your Boat



Maritime's Voice Strengthened: M.E.B.A. Joins AFL-CIO Executive Council

Faces around the Fleet



The engineering crew on the NOAA fisheries survey vessel MV OSCAR DYSON. The vessel was conducting a whale survey off the coast of Alaska. Right to left are Chief Engineer Christian Yuhas, 3rd A/E Grant Henneberger, 2nd A/E DanTonio Fleeton, General Vessel Assistant-Engine Larry Watkins, Port Engineer Jerry Sheehan, Oiler Blair Cahoon and 1st A/E Kyle Mulkerin.



Rear Adm. Michael Wettlaufer, Commander of the Military Sealift Command, recently presented the Meritorious Civilian Service Medal to Senjamin Tai, M.E.B.A. Chief Engineer of the hospital ship USNS MERCY for his service during the ship's 2020 COVID-19 relief deployment to the Port of Los Angeles. Adm Wettlaufer said, "Chief Tai is a great example to not only the Civilian Mariners on MERCY's crew, but for CIVMARs throughout MSC. I am proud to have him working with us."



The engine crew does a great job onboard Matson's M/V MOKIHANA, seen here in Long Beach. Left to right are 2nd A/E Derek Haars, 3rd A/E Mitchell Boyd, C/E Serena (formerly Webber-Bey) Martin, her husband 1st A/E Andy Martin & MFOW Wiper Mikhail Lacaba.

On the Cover:

M.E.B.A. provides good job opportunities for members in ferry fleets around the country. From left to right, top to bottom, are the M/V COHO (Black Ball) (Photo Credit: Gordon Leggett), M/V MATANUSKA (Alaska Marine Highway System) (PC: Matt Hunnewell), M/V NEW JERSEY (Cape May-Lewes Ferry), M/V SSG MICHAEL H. OLLIS (Staten Island Ferry) (PC: Eastern Shipbuilding Group), M/S SONOMA (Golden Gate Ferry) (PC: Michael C. Berch), M/V SAMISH (Washington State Ferry) (PC: Vigor), M/V IYANOUGH (Woods Hole, Martha's Vineyard & Nantucket Steamship Authority) and M/V DOC MAYNARD (King County Water Taxi) (PC: Dick Lyon).

Marine Officer

The Marine Officer (ISSN No. 10759069) is published by District No. 1-PCD, Marine Engineers' Beneficial Association (AFL-CIO). Tel: (202) 638-5355 Fax: (202) 638-5369

Marco Cannistraro, Director
Special Projects & Communications
(202) 257-2825
marco@mebaunion.org

Periodicals Postage Paid at Washington, DC

POSTMASTER:
Send address changes to the
Marine Officer
444 N. Capitol Street, NW, Suite 800
Washington, DC 20001-1570
Visit the M.E.B.A. website at
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



A Message from MEBA President

Adam Vokac

Last year, our industry made unfortunate headlines in light of a sexual assault allegation aboard an American flag vessel. This incident and all incidents of sexual assault and harassment are unacceptable, and we as the M.E.B.A. are thoroughly committed to changing the culture and norms that enable any unsafe work environments for our brothers and sisters and all those who proudly serve in the U.S. Merchant Marine.

The M.E.B.A. is acting to improve the culture in our industry both as an employer and as a labor organization representing the interests of our membership. This includes, but is not limited to: Working with our contracted employers to require sexual assault and sexual harassment (SASH) training standards that are up to date with the rest of the private sector, educating our union members and officials on how to best respond to incidents of sexual assault and harassment while also respecting the privacy of victims, and streamlining reporting standards through the employer and/or union to ensure accountability as well as lower any barriers to reporting incidents.

In Washington, DC, the M.E.B.A. continues to engage in an ongoing and open dialogue with senior officials in the U.S. Department of Transportation, in conjunction with our employers as well as industry representatives, to address the safety and well-being of our mariners. Our legislative department actively works with congressional leaders to provide the U.S. Coast Guard with adequate tools to prevent bad actors from working in our industry, ensuring unions have the tools to discipline any member who attempts to impede an independent workplace investigation, and to promote diversity and inclusion in the workplace.

It is incumbent upon all of us as union brothers and sisters to look out for one another in preventing all forms of sexual assault, harassment, and discrimination. The challenges before us are extremely difficult and require tough and uncomfortable conversations at times, but at the end of the day, we can and must do better as members and as a union. Please know the M.E.B.A leadership remains committed to meaningful change, and we want to hear directly from our members on ways in which we can continue to improve the safety of all mariners.

M.E.B.A. Gains

As 2022 progresses, we should look back at some of the M.E.B.A. gains since the beginning of 2021. Not only did the M.E.B.A. lock up a series of solid contracts last year with impressive increases, we actually reversed the trend of giving up work rules, and instead reinstated them, most prominently hourly duty pay across many contracts, a benefit removed over a decade ago for some employers.

Alongside the contract gains of 2021 are diverse new work opportunities established for the membership, all of which include Pension and Medical benefits:

Eco Alpha (9 permanent stationary engineers)
BluePoint Marine, LLC
Current Maritime, LLC
Interlake Winter Work
Philly Shipyard Services
Keystone Research Vessel Agreement
PCS Shallow Draft Tanker
Padgett Swann Machinery

New work opportunities and organizing do not always pan out, but this District Executive Committee is dedicated to exploring every option to the fullest, and we will continue to do so. We believe our quality surge labor, located strategically throughout the country, is an unparalleled asset that can be leveraged to secure complementary work opportunities for our M.E.B.A. members at all stages of their careers. We are working hard on additional opportunities and continued prosperity for our membership in 2022 and beyond.

In Solidarity,

Adam Vokac

Meeting the Moment: M.E.B.A. Part of Shuler/Redmond Team on AFL-CIO Executive Board

Organized labor sailed into a new era in June following the AFL-CIO's Constitutional Convention by reaffirming its leadership and doubling up the maritime representation in its inner circle.

Liz Shuler, who has held the reins for the Federation since the unexpected death of Richard Trumka last year, was elected to a full four-year term as President by Convention Delegates who also chose her right-hand man, Fred Redmond, to continue in his role as Secretary-Treasurer.

The labor movement has a difficult road ahead and President Shuler hopes to oversee a post-COVID renaissance of expanded union membership. The pandemic has helped turn the balance of power toward workers and organizing efforts at Amazon, Starbucks, Google and other union-resistant companies will help galvanize efforts to strengthen the hand of workers.

Coming out of the Convention, maritime labor is another winner. For what is believed to be a first, M.E.B.A. will now be part of the AFL-CIO's Executive Council, a board of 55 elected Vice Presidents that helps set Federation policies and goals. M.E.B.A. Secretary-Treasurer Roland Rexha was chosen to serve as an Executive Council Vice President representing our Union and providing a strong and unified labor voice for the maritime industry, alongside Seafarers International Union President Michael Sacco.

The M.E.B.A.'s new role in the AFL-CIO will help assist the maritime industry's pursuit of new and emerging opportunities, and also help reinforce the potency of our affiliated unions.



Delegates enthusiastically chose AFL-CIO President Liz Shuler to continue in that role for another four years alongside Secretary-Treasurer Fred Redmond.



M.E.B.A. joins SIU on the AFL-CIO Executive Council where they will continue to fight for U.S.-flag shipping and American mariners. Left to right are M.E.B.A. President Adam Vokac, SIU President Mike Sacco and M.E.B.A. Secretary-Treasurer Roland Rexha at the Maritime Trades Dept. meetings before the start of the AFL-CIO Convention.



The AFL-CIO Convention was an excellent opportunity for the Union to reconnect with affiliates and fellow unions who are battling on behalf of working men and women. From left to right are PASS Secretary-Treasurer Carlos Aguirre, TTD President Greg Regan, ALADS President James Wheeler, ALADS V.P. Richard Pippin, ITF General Secretary Stephen Cotton, M.E.B.A. Secretary-Treasurer Roland Rexha, TWU President John Samuelson and PASS President David Spero. Representatives from our affiliates ALADS, PASS and NFOPAPE were part of the M.E.B.A.'s Delegation to the Convention.

Don't Miss the Boat! Ferry Fleet Opportunities Abound

Traditionally recognized as a deep-sea union, the M.E.B.A. actually established its roots on the banks of the Great Lakes. Unsafe working conditions of the day, highlighted by frequent steamboat boiler explosions, spurred representatives of three Lake associations, one river association and an ocean port to band together. But the beneficial change our Union helped bring about for marine engineers in those early days resonated beyond the inland sector and helped lay the mold for good U.S.-flag seagoing jobs with solid wages and benefits that our membership still enjoys in the present.

Today, the M.E.B.A. offers more diverse opportunities than ever, affording the job flexibility that members can choose from, in a broad range of work – on the inland waterways, at sea and ashore - from entry level positions to senior licenses.

Currently, expert M.E.B.A. mariners prowl the deck plates in eight ferry fleets across the country. Our dedicated members and applicants fulfill critical missions both locally and nationally, whether carrying vital supplies to underserved communities, transporting first responders for critical situations or simply connecting far flung localities for everyday commuters.

M.E.B.A.'s District Executive Committee understands our ferry fleet membership has historically played a critical role for our Union and is proud to spotlight the ferry fleets we represent – the "great eight," while identifying the positions within those fleets we represent and the latest news nuggets.

Alaska Marine Highway System

M.E.B.A. represents Licensed Engineers (Chiefs 1sts, 2nd, 3rd and 2 Port Engineers)

M.E.B.A. has been part of the AMHS since the fleet began operating in 1963. The fleet is rebounding from reduced reliability after several cycles of budget cuts followed by the COVID years. The system is using a huge infusion of federal funds from the recently-passed Infrastructure bill to begin to re-energize its fleet with more efficient vessels and improve access to Alaskans, many who live in remote locations. On the heels of a one-year extension that netted significant gains, M.E.B.A. negotiators recently finalized a new agreement with the State stretching out to 2025. Among many other improvements, the contract ties the third-year wage increase to the Anchorage CPI-U which will provide an above average increase for our members.

Black Ball Transport

M.E.B.A. represents Licensed Engineers

M.E.B.A. will sit down at the bargaining table for contract talks with Black Ball Transport toward the end of the year. Black Ball runs the 341-foot vessel M/V COHO which shuttles passengers and vehicles on the 90-minute voyage



Captain Bart Hackworth on the Golden Gate Ferry MENDOCINO arriving at the SF Ferry Building. M.E.B.A. Captains have been at the helm of this key component of Bay Area infrastructure for almost as long as there have been workboats on the Bay.

between Port Angeles, WA and Victoria, British Columbia. The ferry made its grand return to service late last year after a 19-month period of inactivity due to Canadian COVID-19 restrictions. The company was able to withstand the layoff and even continued to pay for employee medical benefits during the hiatus.

DRBA (Cape May-Lewes Ferry)

M.E.B.A. represents Pilots, Mates, ABs, Ordinary Seamen, Chiefs, 1st A/E, 3rd A/E, QMEDs, Oilers, Wipers, Mechanics Electricians, Electronic Technicians and Welders

M.E.B.A. recently opened up negotiations for a new contract covering our members serving in the Cape May-Lewes ferry fleet - "The Best Boat Ride in America." Overseen by the Delaware River and Bay Authority (DRBA), the ferry system is jointly operated by the States of New Jersey and Delaware. Ferries transit between Cape May, NJ and Lewes, Delaware.

The fleet was recently the beneficiary of a \$600,000 grant awarded by the Maritime Administration (MarAd) to improve nationwide marine highway projects.

The unit recently elected a series of Shop Stewards who are proving valuable in ongoing discussions for a new agreement. The current agreement with the Authority runs through the end of the year.

continued on page 4

Golden Gate Ferry

M.E.B.A. represents Vessel Masters

The seven vessels in the fleet run between the Golden Gate terminal in San Francisco, CA to Sausalito, Larkspur, and Tiburon. Contracts are bargained in conjunction with a coalition of unions including the IBU which represents deckhands on the vessels. A new agreement is expected to be finalized sometime this summer. M.E.B.A. has represented Ferry Captains since the inception of the Golden Gate Ferry System in 1970.

King County Ferry

Licensed Engineers and QMEDs

The passenger-only vessels sailing for King County Water Taxi run between points in Seattle and Vashon Island in Washington State. The vessels are represented by M.E.B.A., MM&P and IBU. A new contract is expected to be finalized sometime this year once each of the unions in a wide coalition representing County employees, including the Teamsters, SEIU, IUOE and many others, ratify agreements with King County.

Staten Island Ferry

M.E.B.A. represents Captains, Assistant Captains and Mates, Chief Engineers and Marine Engineers.

New York City has reengaged negotiations with the M.E.B.A. for a long overdue contract for members serving on the ferries. The City's newly Elected Mayor, Eric Adams, has signaled his willingness to settle a long-standing labor/pay dispute. Engineers are now considered prevailing wage titles after dispute and are anticipating a decision from an arbitrator on a title comparison soon. The system is welcoming three newbuild double-ended 4,500 passenger ferries this year. Should the City follow through with its statement that it is looking to move forward "on a fair and



Neil Sheldon, at the controls of the Washington State Ferry M/V KITTITAS. M.E.B.A.'s Executive V.P. Claudia Cimini and our Washington State Ferry Representative Eric Winge, who are not shown in the photo, visited the vessel during a Puget Sound stop.



M.E.B.A. Secretary-Treasurer Roland Rexha handing Cape May-Lewes Ferry Pilot John Burke his member book. The Union is currently in negotiations with the DRBA for a new agreement.

equitable contract [with the M.E.B.A.] that recognizes their hard work and contributions," it would provide an excellent opportunity to ensure a safe and rewarding experience for passengers and the mariner force.

Washington State Ferry

M.E.B.A. represents Chief Engineers, Assistant Engineers, Oilers and Port Engineers

The largest ferry operator in the U.S., established in 1951, the WSF is M.E.B.A.'s single largest bargaining unit with a dedicated M.E.B.A. representative and legal resources to protect our membership. The Union conducts monthly in-person meetings for our WSF members. Our Shop Stewards and Representative maintain active communication with our sailing members on issues of concern.

Following a multi-year legal battle, M.E.B.A. recently won the restoration of medical plan contributions on behalf of temporary relief engineers.

The State has had difficulty with the retention and recruitment of employees that was exacerbated by the COVID crisis. The Union recently began negotiations with the State for a new contract covering our members. We are looking to work toward an agreement that will ensure that ferry jobs remain attractive enough to ensure consistent ferry sailings, mariner retention and passenger safety.

Woods Hole, Martha's Vineyard & Nantucket Steamship Authority (SSA)

M.E.B.A. represents Engineering Officers

A new contract is being finalized for the M.E.B.A. engineers serving in the SSA. The 10 vessels in the service carry passengers, cars and freight between mainland Massachusetts and the islands of Martha's Vineyard and Nantucket. M.E.B.A. has represented the engineers in the SSA fleet since the mid-1960s.

22 Years of Class: CMES Director Chuck Eser Retires

Calhoon M.E.B.A. Engineering School Director Chuck Eser retired in mid-May after 22 excellent years of CMES service. He joined the School staff in June of 2000 and served as an Instructor, and later as Academic Manager. In 2009, Chuck became the School's Interim Director, a title he held until 2014 when he was finally anointed as the permanent Director. His admirable 13 year run as top dog at the CMES is second in longevity to original CMES Director Roy Luebbe (20 years).

Under Chuck's steady leadership, and with a coordinated team effort, the School continued its commitment to excellence and ushered in a series of intensive courses and training that keeps our mariners on the cutting edge of ship systems and helps them provide outsized value to operators. The Cadet Internship Program, established during the Eser era, continues to help mold the next-generation of expert M.E.B.A. officers. Chuck skillfully guided the School through the COVID years and helped put the facility on solid financial footing.

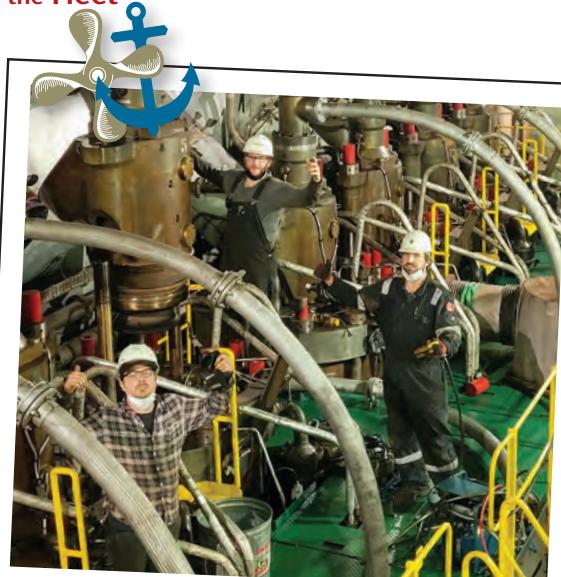
Eser said that "it's been an unbelievable ride," and praised the Union, his colleagues at the School, past and present, and the top-notch facility he headed up for 13 years. "You really can't find a better organization than this," he said.

CMES Deputy Director Bryan Jennings is currently serving as Interim Director while the Trustees consider candidates to fill the position on a permanent basis.



Chuck (center) was honored at a recent Trustees meeting for his 22 years of excellent service at the CMES. M.E.B.A. President Adam Vokac (left) wished him well and noted that Chuck's leadership has "helped keep the School on an even keel." Maersk Line, Ltd. V.P. Labor Relations Ed Hanley is at right.

Faces around the Fleet



M.E.B.A. officers changing out an exhaust valve on the main engine of the APL vessel PRESIDENT ROOSEVELT. Left to right are 3rd A/E Matthew Farrar, 2nd A/E Kevin Schultz and 1st A/E Trevor Lapham.



OSG OVERSEAS HOUSTON crew at a Bahamas Shipyard drydock earlier this year. Left to right are DEU Michael Zabilski, 3rd A/E Kyle Fallon, 2nd A/E Thomas Ramos. C/E Tom Le, DEU JR Eludo, 1st A/E Christian Collins and Pumpman Virgilio Demegillo.

At Anchor: Recent Retirees Shifting into Reduced Operating Status

Richard Allan Antonio P. Macatiag
Maureen C. Alsheimer Shawn M. MacKay
Mohamed N. Alsinai Bradford John Marino
Thomas A. Auer Richard C.E. Martin
William H. Bacon Lorne E. Massey
Kevin P. Bailey Steven Mazza
Terrie T. Bailey Gregory McCulloch
Robert F. Barrett III Marshall McGregor
Steve W. Bigelow Colin McDermott
David A. Cake Richard K. McNair
Calvin Chapman James L. McPoland III
David Chartier David W. Mitchell
Joel M. Cordish Henry R. Mitchell
Bob R. Crider Jr. Richard G. Mossman
William V Daily Jeffrey C. Nichols
Richard R. Danahy David T. Noble
Gary M. Dauw Steven B. Olson
Peter Dempsey James R. Parese
Timothy D. Downey Captain Brian P. Patten
Glen K. Elliott Steven L. Pike
Norman Ewing Raymona Pohlman
James R. Fay William W. Reas
Kevin J. Fitzpatrick Mark Resleff
Ronald A. Flowers Kevin A Rice
Roger K. Franz Randy E. Rozell
Vincent R. Giacchina Paul E. Russell
David B. Goddard Stephen Sadler
Bradley Goulet Bryant C. Salvesen
Paul L. Guidry Gerald E. Sanders
Steve M. Haavig Samuel C. Sanders
Coy D. Harrington Peter G. Schaedel
Donald R. Hertz Charles R. Schroeder
John W. Hewitt Jr. David W. Seavey
Joseph E. Hood Duncan S. Snyder
Walter R. Hutchinson Todd S. Sparling
Carlos Javage Joel W. Spell Jr.
William H. Jenks Barry V. Sterud
Charles E. Jerrier Thomas J. Teixeira Jr.
Horace Rick Jordan Robert J. Thibaudeau
Michael D. Keane Jr. James A. Tims
Karol W. Kingery Marshall Townsend
Tomas J. Kirley Jose A. Vazquez
Michael B. Kovach James Weythman
Matthew M. Lang Joseph A. Wolff
Clarence R. Langford Jerzy Ziolek
Robert J. Lebrun Yakov Y. Zhurbin



Former American Maritime Congress President Jim Caponiti retired from the American Maritime Congress late last year (succeeded by Fair Kim) but not before he was honored as an "Outstanding Friend of Seafarers" by the charitable foundation Seafarers International House (SIH). Jim poured over 47 years of his heart and soul into the industry – 37 with the Maritime Administration and the past 10 with the AMC. Left to right are fellow honorees Steve Werse (MM&P), Eric Ebeling (American Roll-on Roll-off Carrier), Jim Caponiti, Tim Ferrie (Marine Society of City of NY) and SIH Executive Director Rev. Marsh Luther Drege. ITF's Jacqueline Smith was also honored.



M.E.B.A. retirees at a Navy League Sun Coast Council luncheon at the Brotherhood of Heroes and Resource Center in Cape Coral, FL. From left to right are Charlie Norval, Joe Barbacane, WWII engineer Jim Sciple, Mike Finley, Dru DiMattia and Bob Mecker. WWII merchant mariner John Arens was off camera. The U.S. Navy League is an advocate for the Sea Services including the U.S. Merchant Marine.



M.E.B.A. Fights for Members As Companies Implement Vaccination Policies

Since vaccines became widely available to battle the worldwide COVID-19 scourge, corporate America began to shield themselves from the risks and uncertainties of shipping schedules and mariner safety. Across the world, companies implemented unilateral vaccine mandates for their workplaces and employees fell in line or sought jobs elsewhere.

Last year, the Equal Employment Opportunity Commission (EEOC) updated guidance reiterating that federal law does not prevent a private employer from requiring its workers to be vaccinated. When an arbitrator ruled in favor of the multi-employer American Maritime Association (AMA) upholding a shipping company's right to unilaterally impose vaccine mandates, the dominoes began to fall. Shipping companies began instituting 100% vaccine requirement, most as part of a mariner's fitness-for-duty assessment.

Throughout, the M.E.B.A., along with other maritime unions, has strongly encouraged our memberships to vaccinate and take COVID precautions as "a matter of future industry stability and mariner job security."

But early on, M.E.B.A. worked with our companies to make sure our members were properly incentivized to support the vaccination effort, while also ensuring the execution of these mandates doesn't encroach on specific circumstances of our mariner force. The M.E.B.A. believes that mandates are subject to bargaining and we worked with our companies to secure further compensation for our membership, even pursuing interest arbitration when necessary.



M.E.B.A. proceeded to – and won – an interest arbitration with several of our contracted companies. As a result, the M.E.B.A. was able to receive further compensation for all of the permanent employees of those companies.

At this point, most deep-sea employers now have vaccination mandates or incentivization programs in effect for their mariners and employees. While we do not deny the companies' ability to apply the mandates, we continue to take into account the sincere concerns of our affected membership while we assist the companies in the effort to provide a safe and healthy shipboard experience.

Faces around the Fleet



Onboard the OSG-managed M/V OVERSEAS SANTORINI during a New Jersey stop. NY/NJ Patrolman Nico Sermoneta visited the M.E.B.A. crew of the chemical/oil products tanker that included (l-r) 2nd A/E Kyle Parker, 3rd A/E Nikko Pappas, C/E Rene Asupan and 1st A/E Vinny Quinones.

Reach for the Stars! M.E.B.A. Helps Rocketmaker Take Aim at the Final Frontier

M.E.B.A. engineers have often been likened to “Scotty” from Star Trek, engine room miracle workers who can fix anything. But until our members begin suiting up for interstellar travel, the work they do for space launch service provider United Launch Alliance (ULA) will have to suffice.

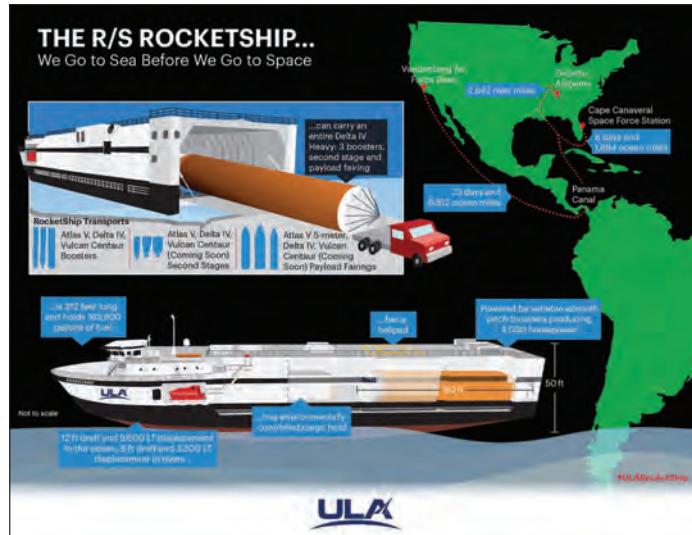
Highly talented M.E.B.A. deck and engine officers keep operations running smoothly onboard the R/S ROCKETSHIP, the 312-foot cargo ship that transports boosters and rocket components from ULA's Decatur, Alabama manufacturing plant to launch facilities in Florida and California. M.E.B.A. represents all licensed officers on the ship - 8 billets total through our contracted company Keystone Inland Shipping (Master, Chief Mate Second Mate, two Third Mates, Chief Engineer, 1st A/E and the 2nd A/E.

Built at Mississippi's Halter Marine, this unique vessel entered service in 2000 as the M/V DELTA MARINER. It can navigate in both inland waterways as well as open ocean.

ULA was created as a joint venture between Boeing and Lockheed Martin. It manufactures the Atlas V, Delta IV and the new next-generation Vulcan Centaur boosters, as well as other rocket components. The boosters, second stages and payload fairings are loaded aboard R/S ROCKETSHIP in Decatur and shipped down the Tennessee, Ohio and Mississippi Rivers en route to Cape Canaveral in Florida or Vandenberg Space Force Base in California (via the Panama Canal).

The ROCKETSHIP adds to the widening number of diverse and interesting work opportunities available to our membership. This year, ULA's new Vulcan Centaur boosters are scheduled to power the Celestis Inc. Memorial Spaceflight (Enterprise mission) to deploy some of the cremains of 147 people into a permanent solar orbit. Among the ashes headed toward the final frontier are Star Trek creator Gene Roddenberry and wife Majel Barrett, as well as the man who embodies the technical wizardry of M.E.B.A. members - James “Scotty” Doohan.

The vessel can carry up to three Common Booster Cores. Each CBC is a rocket stage that is mounted atop or alongside another before launch.



The Keystone-operated R/S ROCKETSHIP can navigate shallow waterways as well as deep sea.

WWII Mariners Honored with Congressional Gold Medal

On May 18, Congress presented its highest honor to World War II merchant mariners at a ceremony in the U.S. Capitol building's Statuary Hall. Ten WWII seafarers, all in their 90s and older, were on hand during the presentation of the Congressional Gold Medal, a long overdue honor.

WWII mariners suffered the highest casualty rate of all the services during the war as they kept the supply lines open so our forces could achieve victory. It took until 1988, supplemented by efforts from the M.E.B.A. and American Maritime Congress, for WWII mariners to be legally recognized as veterans. They were granted healthcare rights at Veterans Affairs' hospitals as well as burial flags, but because they weren't eligible for the original benefits under the G.I. Bill, they did not receive college tuition subsidies, home loan guarantees, pensions, or other provisions.

At the Congressional Gold Medal Ceremony, lawmakers pose with ten WWII mariners who include William Balabanow, Gerard Driscoll, James T. Lindsey, Charles A. Mills, George Offenhauser Sr., Bob Ross, James Sciple, Jack Laub, George Shaw and Dave Yoho. Several of the WWII honorees continue to collect M.E.B.A. pensions for their service.

The gold medal was placed on display in the American Merchant Marine Museum at the Academy in Kings Point, NY. The WWII mariners on hand, who were mostly teenagers during their war service, received bronze replicas.

The American Merchant Marine Veterans (AMMV), led by President Dru DiMatta, an M.E.B.A. retiree, brought the contingent of WWII mariners and their entourage for a visit to M.E.B.A. Headquarters for a reception following the Gold Medal Ceremony. When the veterans shuffled off the bus in front of the M.E.B.A. building, inquisitive onlookers, who just learned who these elderly men were, burst into a spontaneous and enthusiastic round of applause.



M.E.B.A. was greatly honored to host the ten WWII veterans in a wonderful celebration on the Headquarters rooftop with the U.S. Capitol serving as the backdrop. Newly sworn-in Maritime Administrator Rear Admiral Ann Phillips spoke at the gathering and a camera crew was on hand to record the remarkable event.



WWII mariners and their entourage on the rooftop of M.E.B.A. Headquarters. Within the photo, besides the WWII veterans, you'll notice AMMV President Dru DiMatta, M.E.B.A. President Adam Vokac, M.E.B.A. Secretary-Treasurer Roland Rexha, TV personality Rita Cosby, Kings Point Superintendent Jack Buono and many others.

Political Action Fund Honor Roll

(For Calendar Year 2021)

Whether you work on a Washington State Ferry or sail in the international trades, federal programs and regulations are the linchpin of your job and U.S.-flag shipping. America's past is rich in maritime history, and it is crucial that Congress and the Administration continues to understand the importance of a strong Merchant Marine to our economy, national security, and our ability to wage war. From the Jones Act to Cargo Preference, from the Maritime Security Program to the Army Corps of Engineers, almost every facet of the U.S. maritime industry is under consideration and scrutiny in Washington, D.C. Helping Members of Congress understand that the U.S. maritime industry is vital to our nation is of the utmost importance.



It is extremely important for our Federal legislators to understand that the Jones Act is the lifeblood of our industry. Continuously, as an industry, we are required to defend this important law. It is imperative that you, as active and retired M.E.B.A. members, support efforts to connect with our elected officials and make sure they understand the importance of the Jones Act, a robust base of expertly trained and licensed mariners, and a strong national sealift capacity.

Retiree and former Chief Engineer Mark Engberg has been particularly vocal in urging our membership to fortify the M.E.B.A. Political Action Fund to make sure our Union stays strong. He headlined the "2020 M.E.B.A. PAF Retiree Pledge" calling for our retired members to support the cause. His call was answered by pensioners who understand that our Union draws strength from the PAF and helps win support for our industry and guarantees the ongoing viability of the M.E.B.A. Benefit Plans.

Mark was 2021's most generous PAF contributor and his leadership is inspiring others to continue to support the Union that means so much to their lives and careers. Once again, Mark is asking retirees to commit to contributing at least \$500 per year to the fund for the next 5 years. But his appeal to pensioners should also be extended to members and applicants who must understand the importance of the PAF for the protection and promotion of current and future M.E.B.A. jobs.

Call or visit an M.E.B.A. Union hall or office to make a voluntary contribution to this crucial cause. You can also enroll in the member online portal (accessed from www.mebaunion.org) and contribute electronically.

PAF Chairman Roland Rexha would also like to highlight members Robert Chung, Albert Truong and Lawrence Ho for their hearty support of the Fund. However, Rex doesn't want to leave out his appreciation for so many of the longtime and first-time contributors who help keep the M.E.B.A. on an even keel.

Below is a list of active and retired members who understand the importance of the M.E.B.A.'s Political Action Fund and supported it during Calendar Year 2021. Those who contribute to the PAF this year (during Calendar Year 2022) will be listed in a *Marine Officer* next year. The list is broken down into four categories - and members, retirees and applicants are listed alphabetically within each grouping 186 others (*not listed here*) contributed between \$1 and \$99 in calendar year 2021, contributions which are very much appreciated.



Order of Magellan (\$1,000 to \$5,000)

Alper, Maxim	Dewhirst, Thomas	Kittelson, Rodney	Quinones, Vincent	Soucy, James
Ballenger, Duncan	Engberg, Mark	Klitzke, Jeffery	Radzik, Edward	Strissel, Phillip
Bands, Thomas	Fay, Stuart	Lapham, Trevor	Reed, Joshua	Swift, Christopher
Barton, Erik	Francis, Joe	Larrabee, Benjamin	Rexha, Roland	Truong, Albert
Bilodeau, Todd	Gilbert, Erik	McDermott, Bradford	Schaffer, John	Van Vechten, Barry
Callahan, Jason	Gould, Eric	Mullett, Donald	Schmidt, Jonathan	Vokac, Adam
Chapman, David	Greenway, Nicole	Myers, Hugh	Sergio, Nicholas	Warren, William
Chung, Robert	Ho, Lawrence	Poor, George	Smith, Adam	Waterfield, Alexander
Cimini, Claudia				Whitton, Justin

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

Ainley, Henry	Bassett, Benjamin	Cote, Erik	Dunklin, Mike	Goldrich, Benjamin
Albrecht, Edward	Bean, David F.	Crandall, Emma	Fahey, Richard	Graebener, Henry
Alfaro, Jordan	Bellows, Gerald	Cross, Kevin	Figelski, Edward	Grayling, Ross
Alonge, Matthew	Boughal, Hans	Cullen, Gerard	Fiser, Graeme	Haas, Sylvan
Amankulor, Nwachimereze	Brownfield, Christopher	Davis, Daniel	Fraser, Daniel	Hafford, Evan
Asupan, Rene	Bugaisky, Alexander	Davis, David	Fuller, Trevor	Hamill, Peter
Bancroft, Mark	Burgos, David	Defazio, Luca	Gallagher, Mark	Harrington, Jason
Barone, Daniel	Calhoun, Will	Demarest, Raymond	Garza, Anthony	Hayward, Paul
	Cobo, Jeremy	Dengel, Samuel	Gaylan, Filomeno	Herz, Gregory
	Collins, Mark	Duncan, Jeffrey	Glywasky, Joseph	Jany, Timothy



Political Action Fund Honor Roll continued from page 7

Jaunzemis, Randall
 Johns, Wilson
 Kaili, Luke
 Katz, Seth
 Knowles, Joshua
 Lacey, Joseph
 Lachance, Craig
 Larimer, Ryan
 Long, John
 Lord, Aaron
 Lund, Sonja
 Lyons, John T.
 Macdougall, Andrew
 Maduro, Deshawn
 Mahoney, John
 Martin, Serena
 Martykan, Michael
 McElhone, John
 McGrath, James
 McGuire, Robert
 McPhail, Richard
 McPherson, Jonathan
 Menendez, Jack
 Moore, James
 Moses, Colin
 Nashif, David
 Omdahl, Arthur
 Osborne, Matthew
 Owen, David E
 Perry, Michael
 Pilkington, Christopher
 Pillard, Jeff
 Posey, Daniel
 Pote, Ira
 Quinn, Stanley
 Reynolds, Joseph
 Rugarber, Michael
 Santiago, Louis
 Savoie, Devin
 Scott, Jessica
 Sermoneta, Nicholas
 Shartel, Mark
 Shaw, David
 Simms, Matthew
 Skillern, Randall
 Sloan, Lyle
 Stone, Sean
 Straatsma, Daniel
 Tebbe, Steven
 Trautman, Craig
 Troxell, Barton
 Turcotte, Keith
 Unger, Kenneth
 Valentin, Emanuel
 Van Loo, Bill
 Vetting, Ryan
 Vey, Kristina
 Vogel, Lee
 Wainwright, Ross
 Warner, Peter
 White, Eric
 Williams, Todd
 Wright, Kevin
 Wright, Patrick
 Yuhas, Christian
 Zingales, Salvatore
 Zysk, Thomas

Shellback
(\$250-\$499)



Abalos, Gregorio
 Abdou, Louai
 Abel, Nathan
 Acosta, Sonny
 Adase, Dominic
 Allotey, Joseph
 Ames, Christopher
 Apudo, Charles
 Armacost, Lyle
 Bagley, Edwin
 Baird, Alexander
 Baker, Christopher
 Baker, David
 Balic, Bozidar
 Balsamo, Lawrence
 Barlow, Ethan
 Barstow, David
 Beal, John
 Bennett, Kevin
 Berner, Frank
 Birago, Thomas
 Bliefernich, Daniel
 Boisvert, Jonathan
 Bordeaux, John
 Bowling, Timothy
 Brady, Michael
 Breton, Michael
 Brown, Richard
 Burback, Scott
 Burchill, David
 Burnham, Austin
 Burns, Michael
 Burnside, Thomas
 Burr, Gregg
 Cabral, Nicholas
 Chernoff, Kyle
 Chpatchev, Vladimir
 Christensen, Michael
 Cihomsky, Mitchell
 Claude, Kervin
 Cline, Dennis
 Collins, John
 Colorado, Garrick
 Concepcion, Arnulfo
 Connolly, Leo
 Contois, Alex
 Coulter, John
 Crifasi, Frank
 Crook, Dylan
 Crumpton, Marcus
 Cummings, Kent
 Cuzner, Frederick
 D'Amico, James
 Daramy, Michael
 Dellaquila, Anthony
 Deming, Paul
 Devens, Christopher
 Dickman, William
 Dindy, Thomas
 Doherty, Richard
 Eaton, Charles
 Faulhaber, Aaron
 Feldan, Howard
 Fernandez, John
 Ferritto, Mitchell

Ferry, David
 Fetter, Jason
 Fiala, David
 Flores, Miguel
 Foss, Arni
 Fritschi, Brian
 Fry, William
 Furgerson, Kyle
 Gabrielsson, Carl
 Gallagher, Charles
 Garcia, Michael
 Garthwaite, Patrick
 Gaylan, John Morgan
 Good, Brian
 Goodman, Andrew
 Goodwin, Francis
 Grace, Sean
 Graham, Patrick
 Grandy, Keith
 Greenway, David
 Gusek, Eric
 Haines, Stephen
 Halloran, Mary
 Harley, Timothy
 Himebauch, Ross
 Holbert, Lawrence
 Houghton, Jeffrey
 Hudspeth, Robert
 Hunt, Darryl
 Iacobucci, David
 Infante, Hugo
 Irvine, Kegan
 Jackson, Charles
 Jackson, Kenneth
 Jacobites, Ted
 Jacovino, Joseph
 Janowicz, John
 Jendrasko, Peter
 Jerrier, Charles
 Jimenez, Jennifer
 Johannessen, Benjamin
 Jones, Thomas
 Karhoff, Lucas
 Kaye, Seth
 Kelleher, Joshua
 Kewley, Christopher
 King, James
 King, Philip
 Kirby, Michael
 Koechley, Brian
 Konopaski, Christian
 Kopras, Jacob
 Kryzhnyy, Sergiy
 Kuijper, Gregory
 Larson, Thomas
 Lawrence, Joseph
 Laws, Robert
 Lemoine, Paul
 Linderholm, Eric
 Lipski, Jonathon
 Liss, Asher
 Logue, Gregory
 Lucas, Colin
 Lyons, Marc
 Macatiag, Antonio
 Macdonald, Kelsey
 Macdonald, Mark

Maher, Patrick
 Marcinak, Kenneth
 Marks, Michael
 Marsh, Gordon
 Martin, Andrew
 Marymee, Daniel
 Massey, Brannon
 Mataronas, Matthew
 McGann, Martin
 McGean, Patrick
 McGrath, Paul
 McKenna, Colin
 McKever, Harry
 McNeil, Devin
 McPoland, James
 Miller, Devlin
 Miller, Matthew
 Mitchell, Charles
 Moise-Duquella, Karly
 Morris, George
 Morrow-Kilroy, Christopher
 Mosa, Daniel
 Murray, John
 Myatt, Thomas
 Myers, Christopher
 Nardone, Christopher
 Negoescu, George
 Newell, David
 Nguyen, Hieu
 Nikituk, Angela
 Nolan, Sean
 O'Brien, John
 Ofria, Thomas
 O'Loughlin, James
 Ortiz, Sergio
 Pacana, Edgar
 Pantelis, Christos
 Pellechia, Nicholas
 Peters, Shelby
 Peters, Steven
 Pollock, Thomas
 Ponce, Edwin
 Povalec, Thomas
 Proia, Michael
 Quigg, Timothy
 Rackoff, David
 Redican, Brian
 Riley, Paul
 Robertson, John
 Robinson, Alexander
 Robson, Joseph
 Romero, Michael
 Royston, Richard
 Ruggiero, John
 Russell, Paul
 Sasso, Robert
 Schall, Nicholas
 Schmeltz, Herbert
 Schroeder, Aaron
 Scott, Patrick
 Sebach, Stefan
 Seewald, Daniel
 Shea, Stephen
 Sibbald, Daniel
 Slayton, Darnell
 Smith, Terry
 Sokpo, Frank

Sprague, Laurence
 St John, Alfred
 Stamm, Andrew
 Steinberg, Philip
 Stott, Carl
 Strout, Zebadiah
 Sullivan, Nicholas
 Sundius, Robert
 Suponitsky, Stanley
 Tapley, Nickolas
 Taylor, Edwin
 Taylor, Jeremiah
 Thatcher, Matthew
 Thomas, Daryl
 Tipton, Jon
 Townsend, Marshall
 Trask-Annies, Demian
 Travers, Jeremy
 Trigueiro, Gary
 Trujillo, Michael
 Twitty, Marshall
 Underhill, Jason
 Unnold, Barry
 Vannier, Alex
 Venuti, Paul
 Vermeulen, Benjamin
 Watkins, Michael
 Webster, Nicholas
 Weitkamp, Nicholas
 Weller, Martin
 Wolf, James
 Woodward, Craig
 Woolford, Michael
 York, Alex
 Yung, Thant

Pollywog
(\$100-\$249)



Abel, James
 Adams, Michael
 Aguiar, Llorenc
 Albright, Kobi
 Allen, Garrett
 Anderson, Richard
 Andrade, Jeffrey
 Antonellis, Daniel
 Antony, Alex
 Arredondo, Phoenix
 Atwell, Michael
 Aukstikalnis, Thomas
 Avery, Mikel
 Ayou, David
 Ayres, William
 Balhorn, Nicholas
 Barg, Emery
 Barnard, Nathan
 Bartlett, James
 Begley, Grant
 Belson, Adam
 Belyea, Kristina
 Bennett, Thomas
 Benz, Thomas
 Berdel, Douglas
 Berner, Nicholas
 Birdsong, Toni
 Blair, Justin
 Blake, Douglas



Blanchard, Joshua	Ellis, Travis	Kingma, Louis	Orengo, Jose	Sopko, Michael
Bolinger, Chris	Emmert, Joseph	Kisielewski, Justin	Pakhomov, Andrey	Spear, Willis
Booth, Jeffrey	Enoch, Trent	Klaine, Jeanne	Panzarino, Joseph	Starodub, Brandon
Boozer, Charles	Esquivel, Helbert	Klump, Randy	Pappas, Nicholas	Steele, Christopher
Boss, William	Falconieri, Timothy	Kovach, Michael	Parent, Chance	Stenquist, Thomas
Boyd, Mitchell	Farley, Ken	Kreta, Thomas	Parent, Christopher	Sterling, Christopher
Breheny, Sean	Fava, James	Lamonica, Joseph	Parker, Jordan	Stevens, Sean
Breton, Rudolph	Ferrino, Michael	Landwehr, Kurt	Parker, Kyle	Steverman, Peter
Brooks, Louis	Feyler, James	Langford, Clarence	Parsons, Kevin	Stillwachs, Thomas
Brusa, Charles	Fisher, Matthew	Laurion, Daniel	Paul, Christopher	Strickland, Jesse
Bulaclac, Mark	Fisher, Michael	Lebrun, Robert	Payne, Jonathan	Sturgul, James
Bunstine, Timothy	Flynn, Brian	Lee, Q	Pedriali, Albert	Sullivan, Peter
Burchfield, Timothy	Fountas, John	Leep, Ernest	Penniman, Russ	Sullivan, Sean
Burford, Jeffrey	Frankel, Paige	Lewis, Elliot	Penny, Julie	Sumner, Wayne
Busenga, Ashley	Frazier, James	Lincoln, Louis	Perkins, George	Supersano, Marc
Bushnell, Xavier	Fuller, Glenn	Linn, Brendan	Peterson, Levey	Sutter, Kurt
Cannistraro, Marco	Gallagher, Douglas	Lisowski, Jason	Philbin, Owen	Szmytkowski, Maciej
Card, Wyatt	Garland, Keith	Litterine, Justin	Poles, Christopher	Taber, Steven
Cariazo, Aldrin	Garofalo, Anthony	Lorenz, James	Poniatowski, Marc	Tamone, Benjamin
Carpentier, Ryan	Gartner, Gavin	Lotfy, Adel	Powers, John	Tapales, Felix
Castro, Charles	Gerrish, Brian	Lowe, Patrick	Pressey, Kenneth	Tarabochia, Ryan
Catarius, Jake	Gerry, William	Lowry, Peter	Preston, Patrick	Tavella, James
Chap, Jeffrey	Gifford, Daniel	Ludwig, Louis	Prokopich, Phyllis	Taylor, Blake
Chapman, Drew	Gilmour, Mark	Luglio, Daniel	Purcell, Michael	Terkuile, Matthew
Chase, Jerald	Glessing, Michael	Lusignan, Sean	Quinlan, Ryan	Tesson, Raymond
Chew Loo, Fernando	Gratzer, Jessica	Maclean, Daniel	Raby, Justin	Thibodeau, Michael
Clarkeson, James	Grealy, Peter	Macleod, Matthew	Ramos, Matthew	Thompson, Ansel
Coggio, Michael	Grissinger, Thomas	Mahaffey, Shane	Randall, Jason	Thomson, William
Cole, Henry	Guldjord, Greg	Mahalik, Giancarlo	Redding, Tracy	Torrey, George
Collector, Raymond	Haars, Derek	Mahimer, Alexander	Reed, Russell	Treen, Thomas
Collett, Robert	Hagadorn, Nicholas	Marino, Joseph	Revels, Jed	Trifonoff, Robert
Collevecchio, Leonard	Halata, Daniel	Martinovic, Filipa	Reyer, Nikolas	Tuziak, Paula
Collins, Christian	Hallett, Timothy	Massey, Loren	Rhodes, Daniel	Uchida, Asher
Colona, Brian	Hanna, Stuart	Massey, Seth	Rivera, David	Underwood, Bernard
Connor, Eric	Harding, Justin	Massoni, Daniel	Roberts, Ryan	Unflat, Glenn
Conroy, Brian	Harrison, John	May, David	Robinson, Nathan	Unger, Michael
Conteh, Sanfa	Harvey, Hugh	Mazyck, Wesley	Rowley, Joseph	Urbik, Thomas
Conway, Emilie	Harvey, Steven	McCauley, Joseph	Roy, Paul	Valenti, Leonard
Cooper, Michael	Haskell, Matthew	McGrath, Michael	Rullo, Nicholas	Vazquez, Rene
Corrigan, Thomas	Hauth, James	McLane, John	Rushing, Edd	Villa, Dante
Cowan, Blake	Herlihy, Patrick	McLaughlin, Shawn	Ryan, Liam	Viray, Arvie
Cronhardt, Gregory	Hickerson, Keith	McMurray, Robert	Ryan, Patrick	Volentine, James
D'Amico, Joseph	Higgins, Bryan	Meglow, Peter	Safarian, Mikael	Vroome, Brian
Danahy, Ian	Hilden, Gerald	Mello, Ted	Salao, Alexander Glenn	Walker, Philip
Davis, Aaron	Hines, Jonathan	Mercuri, Gene	Sanders, Samuel	Walker, Steven
Davis, Alvin	Hitzel, Jeffrey	Miller, Micah	Saur, Joseph	Walkup, Philip
Davoy, Benjamin	Hjort, Stanley	Millette, Jacob	Schreier, Harold	Warner, Seth
Debonise, Gage	Hostutler, Jeffrey	Molnar, Thomas	Schroeder, Henry	Watson, Ronald
Denton, Ruth	Howerton, Richard	Moore, Rollin	Schultz, Kevin	Weiss, Daniel
Dertien, Dominique	Hudson, Paul	Moran, Craig	Scrivanich, Daniel	West, Anthony
Dinisio, Jonathan	Huggins, Darin	Morton, Timothy	Seifart, Scott	Williams, Charles
Dipaola, Neil	Hunt, Andrew	Mossman, Richard	Seitz, James	Williams, Harold
Djusberg, Nils	Hursh, Bradley	Moulton, Robert	Sharkey, Michael	Williams, Nathan
Doherty, Michael	Jackson, Sterling	Moylan, Daniel	Sherman, Andrew	Wilson, Matthew
Donaghey, John	Jackson, Thomas	Muldowney, Leo	Shrake, Samuel	Wilson, Wendall
Dorman, Susan	Jackson, Verlon	Murphy, Daniel	Siemer, John	Winroth, Dana
Dow-Greathead, Nicholas	Jacobsen, John	Murphy, John	Simard, Aaron	Winters, Jeremiah
Downer, Eric	James, Elliott	Murphy, Patrick	Sipper, Gregory	Wlazlo, Erik
Drake, William	Johnson, David	Nappi, Anthony	Sison, Edgar	Womble, Robert
Drews, Timothy	Johnson, James	Navarrete, Luis	Slaght, John	Woodward, Glenn
Ducharme, Bradley	Johnson, Steven	Nebab, Kyle	Smirba, Dzemal	Wormwood, Andrew
Dulong Jr, James	Jordan, Horace	Newton, Craig	Smith, Austin	Wyatt, Peggy
Dunleavy, John	Joyce, Brendan	Nichols, John	Smith, Brian	Zalewski, Matthew
Dunlop, Andrew	Joyce, Keenan	Nickel, Jacob	Smith, David	Ziolek, Jerzy
Dunlop, Teresa	Kahl, Christopher	Norval, Charles	Smith, David	
Durbin, Nathaniel	Kane, Brian	O'Connell, Joseph	Smith, Paul	
Edwards, Eldridge	Kanoute, Thidiane	O'Connor, Patrick	Smith, Ryan	
Eident, William	Kelchlin, Harrison	Olsen, Frederick	Smithson, Melvin	
Eldridge, James	Kennedy, Sean	Olson, Robert	Snyder, Alexander	
Elliott, Robert	Killman, Lace	O'Neil, Dylan	Sondreal, Joseph	



Safe Workplaces: Message from the Maritime Unions



Union Sisters & Brothers:

As you know, our industry recently made unwanted headlines due to allegations of sexual assault and alcohol consumption aboard an American-flag vessel. We take the incident with utmost seriousness, but, regardless of how that particular case plays out, the undersigned unions – who represent the majority of deep-sea U.S. mariners – are taking this opportunity to reinforce our collective commitment to helping ensure that all seafarers have a safe workplace free of fear, harassment, bullying and any kind of assault. We are in the process of thoroughly but quickly re-examining and, where warranted, updating policies and practices that will facilitate education, protection and mutual respect within the ranks of our memberships and throughout the industry.

Turning a blind eye is not acceptable. All seafarers must be committed to active opposition to any type of harassment, bullying or discriminatory behavior. It is our collective duty to protect and respect our shipmates. As maritime professionals and decent human beings, we must look out for one another.

When a mariner experiences or observes harassment, bullying or discriminatory behavior, the alarm must go off. Such conduct must immediately be stopped and/or reported. The hierarchy aboard ship, the power relationship inherent in that structure and the closed shipboard environment can become coercive. Mariners must not be compelled to endure an unsafe workplace for the sake of their paychecks, careers, or reputations.

Each of our organizations is committed to ensuring the safety and fair treatment of every member. Realizing we are dealing with a social problem that can be magnified aboard ship, every member must share the commitment to speak out and act when they observe shipboard bullying, harassment, discrimination, or assault.

We know that our members are professionals, and that the overwhelming majority of U.S. Merchant Mariners are decent folks who work hard to make a living in a unique industry. We are often in leadership positions aboard ship. Our personal example and insistence on the safety and respectful treatment of our shipmates is the essence of leadership. Whatever the rating, experience, or qualifications, a good shipmate protects their co-workers and does not tolerate any forms of abuse.

Sincerely,

Kelly Anderson
President, ARA

Dave Connolly
President, SUP

Paul Doell
President, AMO

Don Marcus
President, MM&P

Anthony Poplawski
President, MFOW

Mike Sacco
President, SIU

Adam Vokac
President, M.E.B.A.

Cadets Get a Jump On M.E.B.A. Seagoing Careers

Eight top Kings Point cadets with seagoing aspirations wrapped up an eye-opening, productive mid-March week of training at the Calhoon M.E.B.A. Engineering School. Each of the budding young engineers from the U.S. Merchant Marine Academy took part in the early spring installment of the M.E.B.A.'s Licensed Cadet Internship program that gives bright young mariners a head start on their shipping careers.

The full program is scheduled for three weeks later this summer (July 11-29). The program allows cadets to acquire valuable knowledge and much-needed skills in a highly-professional and enjoyable learning environment. Cadets can take part in the program without making a commitment to the Union, but while they attend, they will learn more about the excellent career opportunities that the M.E.B.A. presents.

The eight K.P. cadets spent their week taking Government Vessel Operations training and earning their certification for this key course that helps enable excellent M.E.B.A. job opportunities that benefits the nation's economy and national security.

M.E.B.A. President Adam Vokac ('00) and Secretary-Treasurer Roland Rexha ('04), proud USMMA alumni, met with cadets toward the end of their week at the School and discussed the advantages the membership enjoys with the best contracts in the industry, pension, training and vacation. The Union offers opportunities in all facets of the maritime industry, at-sea and ashore. Through the M.E.B.A., mariners have the opportunity for outstanding pay and benefits, flexibility and the knowledge that a democratic and transparent union supports and represents their membership.



K.P. cadets seen in the photo (flanked by CMES Instructors Dave Sears & Shawn Locke) are Jason Aiello, James Aird, Daniel Mansfield, Aodhan Meyer, Eli Reese, Andrew Scherrer, Maxwell Sims and William Sims.

Faces around the Fleet



Patriot Contract Services was tapped by MSC to continue their excellent management of the eight MSC LMSRs. Crewmembers from a recent mission onboard the USNS SODERMAN featured SK Ouida Fields, Electrician Anthony Zarriello, Wiper Blaine Viyavong, C/E Nicholas Ridgway, Maintenance 3rd A/E Thomas Healy, 3rd A/E Keith Martin, Electronics Officer Luis Laguador, 3rd A/E Vincent Jenkins, QMED Ethan Jankowski, 1st A/E John Lampe and Engine Cadet (Mass Maritime) Elliott Currier.



LIBERTY PRIDE crew from a run late last year. M.E.B.A. Deck & Engine officers seen in the photo include Capt. Bruce Bonnecarrere, Chief Mate Ruth Ann Denton, Second Mate Ellsworth Gordon, Third Mate Trevor Colon, C/E Thomas Zysk, 1st A/E Andrew Stamm, 2nd A/E Sam Fry and 3rd A/E Dan Halata. SIU represents the unlicensed crew and two Kings Point cadets sailed on that voyage. Liberty crews have remained efficient and professional as the company refuses to bargain in good faith for a new contract.



Shipping Shorts

Make Sure Your Email Address is on File!

Members and applicants should make sure that M.E.B.A. Headquarters has your e-mail address along with your other contact information. If you haven't filled out an M.E.B.A. Database Update Form – or if your information has changed – grab the form off the M.E.B.A. website (www.mebaunion.org) located in the "Documents & Member Notices" section. Update Forms should be sent to the HQ Membership Dept. by mail, fax at (202) 638-5369, or e-mail membership@mebaunion.org. The HQ database is NOT LINKED to the databases at the M.E.B.A. Plans office in Baltimore OR the Calhoun M.E.B.A. Engineering School. To update your information with Plans, you can find a change of address form on the Plans website (www.mebaplans.org) under "Forms & Documents" and "Member Services Forms".

12-Year Agreement with Hapag

Members recently ratified a new 12-year M.E.B.A. contract with Marine Personnel & Provisioning (MPP) (Hapag/Crowley) covering the "Express Class" vessels in the MTL/Hapag U.S.-flag fleet. The agreement secured substantial raises as well as benefit improvements

and strengthens work rules and job security, among other areas. The MOU covers the five A7 6,900 TEU Flex engine Express-class ships which include the DELAWARE EXPRESS, COLORADO EXPRESS, HUDSON EXPRESS, MISSOURI EXPRESS and POTOMAC EXPRESS.

M.E.B.A. Gulf Coast Vice President Adam Smith led the talks along with Tampa Branch Agent Nicole Greenway and M.E.B.A. Contracts Officer Mark Gallagher. Rank-and-file members attending various bargaining sessions during negotiations included Mark Maloney, Larry Balsamo, Craig LaChance, Sam Leshner, Todd Williams, David Greenway and Rich Lundin.

Reopener Agreement with MLL

After three months of hard negotiations with Maersk Line, Ltd., the Union hammered out final details with the company leading to new agreements, with improved wages, benefits, and economic terms of employment. It affects 19 ships over three contracts (MLL, E-Ships & M-Ships). This is a four-year reopener, with the overall contracts expiring in 2025. M.E.B.A. President Adam Vokac helped bring the talks to the finish line along with Atlantic Coast Vice President Jason Callahan, who



M.E.B.A.'s Capt. Luke Catarius waves from the M/V YORKTOWN EXPRESS leaving Savannah. The YORKIE crew transferred to the DELAWARE EXPRESS (ex-AL BAHIA) as the old Express-class vessels changed-out to larger and younger ships (12-year old A7 6900 TEU Flex engine vessels).

headed up negotiations for the Union, with support from Headquarters Contracts Officer Mark Gallagher. Great contributions were made at the negotiation table by rank-and-file members who helped bring the process to a successful conclusion. Those members included Chief Engineers Keith Turcotte, Craig Moran, Rob McGuire, Josh Reed, Fil Gaylan, Todd Bilodeau and Captain Dan Davis. Additionally, gratitude is expressed for all the members who forwarded input and suggestions for the reopener talks.



Engine Officers on the final voyage of the CHARLESTON EXPRESS (Hapag) under U.S.-flag. The vessel was replaced by the newer, much larger COLORADO EXPRESS (ex-AL KHARJ) and the M.E.B.A. crew transferred to the new ship. Left to right are C/E Matt MacNeil, 2nd A/E James Tavella, 1st A/E David Greenway and 3rd A/E Kyle Nebab. The Union finalized a new 12-year agreement with Hapag.

continued



Cargo and equipment are loaded onto a truck after arriving at Thailand's Toong Prong port aboard the MV CAPE HENRY. The Matson-managed Ready Reserve Force vessel was supporting Exercise Cobra Gold 21, in the country's Chon Buri Province. In its 40th year, Cobra Gold is a Thai-U.S. co-sponsored training event that builds on the longstanding friendship between the two allied nations and promotes regional peace and security.

In other MLL news, the SAFMARINE MAFADI changed its name to the MAERSK TENNESSEE. The ship was constructed in 2007 and joined MLL's U.S.-flag fleet in 2019 replacing the MAERSK MEMPHIS.

MLL also replaced the aging MAERSK IDAHO with the MAERSK KANSAS, a vessel seven years younger. The IDAHO was pushing up against Maritime Security Program age restrictions. The KANSAS assumed the MSP chit and was deployed into the company's Trans-Atlantic Northern European service while the IDAHO transitioned to the company's international fleet. M.E.B.A. crewed both ships during the transition. The KANSAS is the sister ship to the MAERSK TENNESSEE. It was

constructed in 2007 and is a 958-foot, 4,824 TEU container vessel propelled by a Wartsila Sulzer 8RT-Flex96C engine.

M.E.B.A. Brings in Another Shoreside Employer

M.E.B.A. President Adam Vokac and Gulf Coast V.P. Adam Smith recently finalized another contract with a new employer that secures shoreside job opportunities for our membership with a full-service Marine and Industrial Repair company. Based in Tampa, FL, Padgett Swann Machinery performs repair work on all types of vessels around the country.

The Memorandum of Understanding, including full M.E.B.A. benefits, utilizing M.E.B.A.-contracted Keystone Ocean Services, is available for review at the Union halls. Anyone interested in these short to medium length surge opportunities should contact Adam Smith Gulf Coast Vice President at asmith@mebaunion.org.

Padgett Swann Machinery has long been aware of the expertise and professionalism of our M.E.B.A. engineers, and the current M.E.B.A. leadership team worked to find a mutually beneficial arrangement that will prove an asset to their already successful business model, while providing more diverse opportunities to our membership that include Union benefits. The Union's District Executive Committee has made it a priority to continue to find and secure professional work opportunities that deliver plenty of options for mariners at all stages of their careers and lives.

Reopener Agreement with APL for Deep-Sea & Port Engineers

The Union concluded reopener talks with American President Lines covering both Deep-Sea and shoreside Port Engineers. The reopener agreement covering APL Deep-Sea engineers was completed in late December. The new language secures

raises and increased pension and training benefits among others areas. It also reestablishes penalty rate pay for duty in foreign ports and at sea. The Port Engineer MOU, secured in early March, brings in wage, pension and MPB improvements as well as Plan contribution increases. The overall agreement runs through the end of September 2024.

M.E.B.A. Executive V.P. Claudia Cimini headed up negotiations along with L.A. Branch Agent Rich Doherty and Oakland Patrolman Max Alper. Rank and file members participating in deep-sea talks included Seth Massey, Brannon Massey, Chris Coombs, Ben Parmer and Alex Cerrone. Additional contributions were made by Jessica Scott and Trevor Lapham. Rank and file members participating in APL Port Engineer talks included Seth Massey, Brannon Massey, Chris Coombs, Anthony Aiello, Staffan Johnson and Nate Wirt. The MOU and Salient Points were sent to each of the Union halls.



M.E.B.A. President Adam Vokac remembers Richard Trumka as "a venerated labor champion who passionately poured himself into the fight for working families." He called the AFL-CIO leader, who died at the age of 72, "an unyielding force" on behalf of working men and women who understood "the power of solidarity." Trumka is seen here in a photo from 2000.



Patriot Contract Services returned to the commercial trades with the HAINA PATRIOT, a shallow-draft product tanker that operates in the Asia-Pacific trades.

HAINA PATRIOT Signals ASM's Return to Commercial Trades

A new agreement with Patriot Contract Services ensured that expert M.E.B.A. officers crewed up the M/T HAINA PATRIOT, a shallow draft product tanker that signaled the company's return to the commercial trades. The last commercial vessel operated by ASM/Patriot was the integrated tug/barge MOKU PAHU that was eventually sold for scrap in 2019.

The 340-foot, 6765 DWT HAINA PATRIOT was constructed in a Chinese shipyard in 2011 as the SNANTI T1 and later renamed AMANI sailing under the flag of the Marshall Islands. ASM/Patriot is operating the U.S.-flag vessel in the Asia-Pacific trades. M.E.B.A. officers are joined on the ship by MM&P, SUP, MFOW and SIU mariners.

M.E.B.A. Agreement with Keystone for Research Vessel Work

The Union recently finalized a Memorandum of Understanding with Keystone Ocean Services, Inc. to provide covered employment for M.E.B.A. marine officers augmenting



At a 9/11 Boatlift commemoration last summer in Wagner Park/New York Harbor are then-Coast Guard Commandant Admiral Karl Schultz and M.E.B.A. Atlantic Coast V.P. Jason Callahan. More than 800 mariners in 150 vessels transported over 500,000 survivors from lower Manhattan across the harbor to safety on Sept. 11, 2001.

positions aboard commercial U.S.-flag research vessels. The new agreement is similar to a contract M.E.B.A. has in place with Keystone to provide augmenting engineers for the National Oceanic and Atmospheric Administration's (NOAA) fleet. That NOAA contract was recently awarded and has a term of five years.

The MOU with Keystone expands employment opportunities for M.E.B.A. officers aboard commercial research vessel(s) when Keystone acquires work for a third-party client. M.E.B.A. has performed such work through Keystone for various entities such as the University of Hawaii, but this newly inked agreement formalizes the wages, benefits, and terms and conditions of employment when Keystone is successful in acquiring this third party work.

M.E.B.A. President Adam Vokac headed up this initiative for the Union with assistance from Atlantic Coast V.P. Jason Callahan and HQ Contracts Officer Mark Gallagher. The MOU

remains in force through the end of September 2026.

Award of Watson-Class Contract to Patriot Finalized

The award of the Military Sealift Command Watson-class LMSRs to ship manager Patriot Contract Services, LLC was finalized after a protest that held up the award for a year was resolved.

Patriot provided excellent management of the eight government-owned Large, Medium-Speed, Roll-On, Roll-Off (LMSR) vessels for seven years before winning the bid in March 2021 to continue their stewardship of the vessels. However, a protest challenging the award put the process on hold until a judge could address the filing. That protest was denied and the contract, consisting of a firm one-year base period followed by four 1-year options, finally went forward. The start date for the Watson-class contract was April 1, 2022. All future wage/benefit adjustments will take place on



USNS POMEROY C/E Peter Barry sent in this shot of engineers lowering tools to change out the Port Gas Generator section of the Port Main Gas Turbine Engine. ASM/Patriot won the bid to manage the 8 Watson-class LMSRs.

continued



M.E.B.A. members on the JOB. The Union's Executive Vice President Claudia Cimini (at left) with member Alex Cerrone onboard the SS JEREMIAH O'BRIEN underway in San Francisco Bay. The JOB is one of only two still-operational WWII Liberty ships. M.E.B.A. members and retirees volunteer their time to keep this historic vessel ship-shape.

the anniversary dates and thereafter as provided for in the MOU.

The Watson-class LMSRs include the USNS WATSON, USNS SISLER, USNS DAHL, USNS RED CLOUD, USNS CHARLTON, USNS WATKINS, USNS POMEROY and USNS SODERMAN. M.E.B.A./MM&P/SIU/SUP/MFOW/ARA mariners have done an excellent job crewing these vessels since 2014 and continue to deliver for the Military Sealift Command.

DEC Smooths First Job Opportunities for Group III Applicants

M.E.B.A.'s District Executive Committee recently approved a change that will allow new Group III Applicants, who are not yet eligible in the Medical Plan, to take a job off the board without an Annual M.E.B.A. Physical Card, using only a valid USCG Physical (CG-719K/USCG



The Keystone-managed CAPE RISE was part of a turbo activation last year and a tabletop exercise this year to test mariner readiness. In a photo from last year's activation are M.E.B.A./SIU crewmembers including (back row left to right): Steward's Assistant (SA) Quinsha Davis, 3rd A/E Angie Strandfeldt, Chief Cook Michele Woodley as well as (front row l-r): Second Mate Alyssa Billi, SA Marie Anthony and Engine Cadet Charlotte Brockman.

Medical Certificate) obtained in the last year. However, Group III Applicants getting work without a current Annual M.E.B.A. Physical Card must know that, if contractually required, the company may decline them without recourse of the grievance procedure, which would put the job back on the board.

This DEC change smooths the way for first-job opportunities for Group III Applicants so they're able to accrue medical time to visit a clinic down the road without out-of-pocket transportation expenses. This option is only for new Group III Applicants who have not secured their first 30 days of covered employment. The M.E.B.A. still strongly encourages all new applicants

to obtain the M.E.B.A. physical, if feasible.

Juneau Hall at New Location

M.E.B.A.'s Union hall in Juneau has relocated to a new space. The hall moved to 130 Seward St. Suite 304 in the Goldstein Building. The email addresses remain unchanged but the new phone number is (907) 331-3123 and the new fax number is (907) 202-5322.

Union Fulfills Obligations for MarAd Paper Breakout

In April, M.E.B.A. satisfied exercise obligations for a massive tabletop Government fleet activation by



The M.E.B.A. got a lot of interest from cadets at a California Maritime career fair. Executive V.P. Claudia Cimini and Oakland Patrolman Max Alper manned the booth and talked with CMA cadets about great career opportunities with the M.E.B.A.



Fair Kim, longtime Policy Director at the American Maritime Congress, took over leadership of the AMC in December after the retirement of James Caponiti. He's seen here at the Marine Board Spring Meeting of the National Academy of Sciences where he spoke about industry diversity, equity and inclusion issues.
Deputy Secretary of Transportation Polly Trottenberg is at center along with Ally Cedeno, the founder and President of Women Offshore, an organization working to bolster diversity among the waterborne workforce.

(virtually) filling engine and deck jobs for 19 vessels. The M.E.B.A.-crewed MarAd (RRF) vessels that were “activated” are managed by Patriot Contract Services, Matson Navigation and Keystone Shipping. The Maritime Administration oversees this simulated breakout that helps evaluate whether



President Adam Vokac presented an award to the American Merchant Marine Veterans (AMMV) on behalf of the American Maritime Partnership and maritime unions honoring the group's efforts in securing gold medal recognition for WWII mariners, a long overdue tribute. AMMV President and M.E.B.A. retiree Dru DiMatta proudly accepted the “American Maritime Heroes Award” on behalf of heroic WWII mariners.

the industry's workforce is capable of supporting a major ramp-up of surge sealift ships. This was a paper exercise and mariners were not required to report to the vessels. Specifically, the Command Post Exercise simulated the activation of the Ready Reserve Force fleet and Military Sealift Command surge vessels to test procedures and coordination necessary to meet strategic sealift requirements.

The exercise began on the afternoon of April 13 requiring phone calls to members with the appropriate licenses and qualifications. Members serving aboard vessels at that time were not eligible for the exercise. Many thanks to our Point Persons on this exercise: Tampa Branch Agent Nicole Greenway, NY/NJ Patrolman Nico Sermoneta, Oakland Dispatcher Michelle McGlaston and Seattle Dispatcher Joshua Hahn. Each proved relentless

in the task as they summoned qualified mariners and began to “crew up the ships” on paper.

M.E.B.A. Reaffiliates with MTD

The M.E.B.A. recently reaffiliated with the Maritime Trades Department (MTD), a constitutionally mandated division of the AFL-CIO comprised of 23 international unions and 20 port maritime councils in the U.S. and Canada. The MTD battles on behalf of U.S.-flag shipping in the halls of Congress, with the Administration and to the general public. The Union had departed MTD in 2013 to concentrate on other affiliations, but has been rebroadening our alliances as we pursue the interests of our members and industry. M.E.B.A. has a long and productive relationship with MTD dating back to our first affiliation with them in 1957.

continued



Six rank-and-file M.E.B.A. members spent three days reviewing Union finances for calendar year 2021 as part of the annual Financial Review Committee, a democratic safeguard adopted by the Union in the 1990s. At M.E.B.A. HQ (l-r) are Eugene Smith (Norfolk), Seth Massey (Oakland) William Warren (Houston), Erik Barton (NY/NJ), John Schaffer (Tampa) and Steven Walker (Seattle).



M.E.B.A.'s ITF Inspector Eric White (left) shows solidarity with Oleg Grygoriuk of the Marine Transport Workers Trade Union of Ukraine. Oleg serves as the union's IMO Goodwill Maritime Ambassador.



Maritime champion Rep. Don Young (R-AK) died in March at the age of 88. A strong Jones Act supporter, he was a reliable proponent of U.S.-flag shipping.



M.E.B.A. Executive V.P. Claudia Cimini with USMMA Midshipman Phoebe Cho taken at the Women in Maritime Leadership Conference held at Cal Maritime. Midshipman Cho's goal is to go to sea after graduation and advance her license to Chief Engineer.

subcommittee to safeguard against assault/harassment, led by Executive V.P. Claudia Cimini, met to examine actions that the shipping companies and the Union are taking to prevent occurrence of any such issues, as well as reducing barriers to reporting incidents. They also discussed ideas and goals moving forward. M.E.B.A. has been vocal in stressing that sexual assault and sexual harassment are completely unacceptable in any context and won't be tolerated in M.E.B.A.-represented workplaces. The Union has amplified and reinforced policies and training to help better

ensure that everyone is treated with respect.

Recently, M.E.B.A. Hotline responders were instructed on Victim Assistance Training and the Union issued a questionnaire for M.E.B.A. members/applicants to anonymously provide input to further enhance our action plan. Making our workplaces safe and welcoming is a team effort, and we need everyone's input and involvement.



M.E.B.A. officials participating in the 1st Annual Leroy Koehler Disc Golf Tournament at the Calhoon M.E.B.A. Engineering School to benefit the M.E.B.A. Merchant Marine Memorial. The tournament and subsequent raffle raised well over \$15,000 which will help maintain and upgrade the Memorial that honors M.E.B.A. mariners past and present. At Disc Golf Hole #2 near the bow of the Memorial are (l-r) M.E.B.A. President Adam Vokac, Secretary-Treasurer Roland "Rex" Rexha, Gulf Coast V.P. Adam Smith and Atlantic Coast V.P. Jason Callahan.

HQ Online Meetings Each Month

A monthly town hall-style M.E.B.A. Headquarters meeting is held online each month during meeting week at 1300 (Eastern Time). These are informational meetings – with no voting and no resolutions introduced - but they provide an excellent opportunity for Members, Applicants and Retirees to discuss

M.E.B.A. business, exchange information and learn more about the latest Union initiatives. Members, applicants and retirees need to register in advance each month for the meeting (send a request email to mebahq@mebaunion.org)



Norfolk Branch Agent Jack Menendez honoring mariners during "Wreaths Across America" on December 18th. Jack laid the wreath representing U.S. Merchant Marine veterans at Virginia's Hampton National Cemetery.



Two dozen labor leaders, including M.E.B.A.'s Secretary-Treasurer Roland Rexha, discussed strategies to defend and expand worker rights at a meeting in Wilmington, DE that included President Joe Biden and Labor Secretary Marty Walsh. Rex thanked the President for his declaration of support for police in his State of the Union address. M.E.B.A. has two law enforcement affiliates - the Association for Los Angeles Deputy Sheriffs (ALADS) and the L.A. County Professional Peace Officers Association (PPOA).



Faces around the Fleet



Stricken crewmembers of the sinking M/V FALCON LINE climb aboard the Military Sealift Command (MSC) fleet replenishment oiler USNS PATUXENT during a rescue in the Gulf of Aden. M.E.B.A. represents the engineers in MSC's Civilian Mariner fleet.

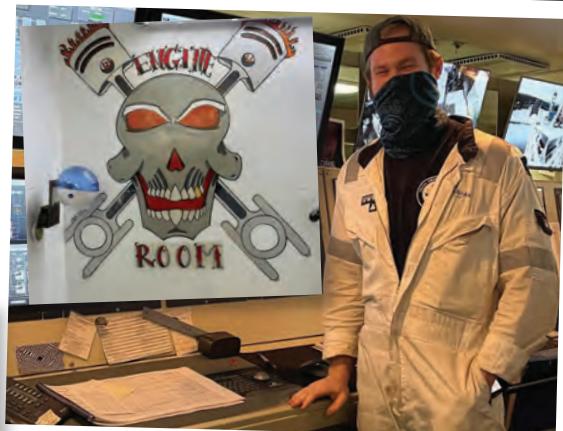
**Faces around
the Fleet**



M.E.B.A. officers aboard the MAERSK ATLANTA in drydock at ASRY Shipyard in the Kingdom of Bahrain. Left to right are 3rd A/E Sean Stone, 1st A/E Nathan Frohoff, C/E Craig Moran and 2nd A/E Matthew Boleza. The Maritime Security Program vessel was in the yard for 52 days and underwent an aggressive scope of work.



The excellent engine crew onboard the Maritime Security Program vessel APL SAIPAN. Left to right (in back) are 2nd A/E Clay Firestone, C/E Jessica Scott, Reefer Mike Johnson and Electrician Matt Tucker. In front, left to right are Wiper Shane Adriano, 3rd A/E Matt Simms, 1st A/E James Valentine, III and Jr. Engineer Vic Cacacho.



3rd A/E John Beal on the NCL cruise ship PRIDE OF AMERICA in Portland. The vessel finally broke out of its COVID slumber in April when its Hawaiian Island run finally resumed. Also seen is the ship's engine room mural.



Twice as nice! Identical twins Philip (1st A/E) and William (2nd A/E) Walkup have you seeing double in the engine room of the Matson vessel M/V MANULANI.



Onboard the Matson vessel KAMOKUIKI on its way to Tonga with relief aid after the island was rocked by the eruption of an underwater volcano followed by a fearsome tidal wave. Left to right are 2nd A/E Kim Sterrett, C/E Kwaku O. Addae and 1st A/E Robert Chung.



M/V ALLIANCE ST. LOUIS Engine Officers at a vessel barbecue in January. Left to right are Chief Engineer Edward Radzik, 1st A/E Gerard Cullen, 2nd A/E Mark Mullaney, and 3rd A/E William Goldrick. Thanks to M.E.B.A. Third Mate Jonathan Land who snagged this great shot.



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."

STEPHEN JOSEPH ALEXANDER



Capt. Stephen J. Alexander eased into the firmament on December 22, 2020 at the age of 72 after complications from pneumonia. He grew up in California in the San Francisco Bay area before attending and graduating from the U.S. Merchant Marine Academy. Upon graduation, Steve embarked on a 43-year maritime career, first as a crude oil and product tanker deck officer for Chevron Shipping. A quick study, and what his colleagues throughout his career would describe as a legendary work ethic, he was soon promoted to Captain and became one of the Chevron fleet's youngest Captains. He sailed Master on El Paso Marine Company's 125,000 m63 LNG carrier before joining Cleveland-based Standard Oil Company (SOHIO) as Superintendent of their marine department. When British Petroleum (BP) acquired SOHIO, impressed by Steve's contributions, management assigned him to Paris and Brussels to help with the downstream business. He would return to his roots, running operations for BP Shipping in the U.S. for over

twenty years until his retirement from BP in 2013. At BP Shipping he held senior management roles in operations, port and terminal standards, oil spill response and ship vetting, including approving all vessels and terminals used by BP in the Western Hemisphere. During his tenure at BP Shipping, he is said to have set many of the standards still adhered to today in the oil maritime industry. Steve not only brought his technical knowledge and unwavering integrity to his job but also personified his alma mater's motto, "Acta Non Verba" (Deeds Not Words), and was never afraid to get involved in the details. Steve was respected for his expertise and tireless devotion to his work, but he was also admired for his leadership and the care he demonstrated toward his colleagues. Down-to-earth, soft-hearted and quick-witted, Steve had the ability to connect with whomever he was talking with, good news or bad, whether business or not. He brought these qualities and drive for human engagement to retirement life. He regularly volunteered at the neighborhood library, often calling family about books he thought might interest them and checking up on the facility after a storm. He enjoyed

giving neighborhood seniors rides to the hardware store and helping with simple repairs. Unbeknownst to him, he had been "elected" by many of the moms to lead a proposal to install a mechanized gate. A good listener and confidant, Steve always had the latest scoop on the neighborhood. A loving husband, caring father, and a loyal friend, he is missed by his wife of almost 50 years, Peggy Alexander; their sons Scott and Christian; his grandson Kai Alexander; and his sister Kate Yoemens.

WILLIAM G. AYRES

William G. Ayres sailed off toward his final port call on August 31, 2021 at the age of 92. Quick-witted, highly-skilled and dedicated to his work and family, Bill plied the waves for years keeping his ships on an even keel until his retirement in 1988. He leaves behind many family and friends.

JAMES BALDWIN

James Baldwin set course for calmer waters on September 28, 2021 at the age of 94. Another of the "Greatest Generation" mariners, he shipped out on behalf of his country in three wars and delivered the goods

continued



in times of turbulence and in peacetime. He took his well deserved retirement in 1988 and leaves behind many family and friends.

ANTHONY BAXTER



Anthony Baxter shipped off toward his final destination on February 11, 2021 at the age of 70. He was born in L.A. and after various

adventures moved up to Juneau, Alaska in the early 1980s. He worked for many years on the Alaska Marine Highway System and retired as Chief Engineer on the M/V MATANUSKA. Later he moved to Santa Fe, NM. He loved Alaska, the tropics, birds, books, maps and the desert. He is survived by his son, Devin, his ex-wife, Diane and many family members and friends. He had the power of a tiger yet had one of the gentlest hearts. He was a kind and generous man and will be greatly missed.

CHARLES CLEVELAND “BILL” BEATTY



The creator rang down ‘finished with engines’ for Bill Beatty on May 8, 2021 at the age 95. He was born in Old Hickory, TN

and was a combat vet in the United States Navy during WWII on the USS CAPPS Naval Destroyer in the South Pacific, Fireman 1st Class. Later on, he was a Chief Engineer for Lykes Brothers Steamship Company for 35 years. He enjoyed working outdoors, farming, gardening, cutting grass, and lawn care. He also loved to travel, and spending time with his grandchildren and great-grandchildren. Bill is survived by his wife of 45 years, Beulah Cherry Beatty, sons Charles, Mike and Craig, grandchildren Kristi Peek, Kelsey Summers, Bryan Flanagan and Kyle Flanagan, brother Bob Beatty, sister Ina Rae Robbins,

numerous nieces, nephews, cousins, and six great-grandchildren.

ROBERT DARDEN BEDSOLE



Bob Bedsole eased into eternity on May 5, 2021 at the age of 70. He attended High School in Chesapeake, VA where he played linebacker on the football team. Bob went on to attend Old Dominion University and eventually graduated from the Calhoon M.E.B.A. Engineering School in 1972. Bob was a young Chief Engineer (AKA Chief Gravy) and sailed for 34 years. When he began shipping, he had the responsibility of delivering ammunition and various war supplies throughout the war in Vietnam. Towards the end of the war, his cargo ship was the last known American vessel to travel through the Saigon River. His ship was hit by two missiles during its travel. In comparison to most of Bob’s life experiences, the missiles could almost be seen as trivial. After his retirement from the sea, Bob had a career as Chief Engineer in the North Carolina Ferry System. He was an independent, intelligent and special man who made frequent sacrifices for his family. He enjoyed hunting, fishing, scuba diving and beekeeping. Bob was an exceptionally innovative man who had seven patents, one of which is still used in Dyson Vacuums. His dry sense of humor is missed as well as the countless fascinating stories he had about his travels from around the globe. Bob is preceded in death by his parents and survived by his wife, Eileen; daughters Julia Murphy and Tara Bedsole; grandson Vann Murphy; Brothers Jimmy and Eddie and his sister Sylvia.

PHILLIP J. BEGIN JR

Phillip J. Begin Jr sailed into safe harbor on May 24, 2021 at the age of 93. He first went to sea during World War II and delivered crucial equipment and supplies in assisting the Allied

effort. After the war, he kept the cargo coming in peacetime and built upon an impressive shipping career. He is survived by many family and friends.

JAMES DAVID BLATTNER



James D. Blattner sailed toward his final rest on July 7, 2021 at the age of 80. Ship master, mariner and staunch patriot, he sailed for Keystone,

among other shipping companies. He enjoyed riding motorcycles and spending time with family and friends in Tarpon Springs, FL. In his own words... “After dedicating 54 years at sea with a multitude of rogue wave encounters, typhoons and hurricanes, countless ports of call, heavenly landscapes and mesmerizing zephyr winds that kissed my soul like no other. Life took hold of me...then anchored this adventuresome spirit and salty bones... I’ve seen plenty of action having participated in three wars and more than a few circumnavigations of this planet we call home.” He was best known for his witty quips and thought-provoking cutting-edge quotes. He considered everyone at Manson Construction his second family. He was Master of numerous Hopper Dredges. During Operation Iraqi Freedom he sailed on a number of missions to transport petroleum products, munitions and rolling stock.

James is survived by his adoring life partner, friend, soul mate, caregiver, companion and wife Maritsa “Meg” Skinitis as well as loving step-daughter Gabriella Krousaniotakis, and loyal pooch Enzo. He is also survived by Aunt Jo Weller & family and devoted step-daughter Rae Lynn Tolson-Harrod & family. He considered everyone at Manson Construction his second family. A few names from an endless list of dearest friends: Dave (RIP) & Pam LaFrance, Linn & Chris Conaway, Rita Fox, Tony Mahr, and Matt Losiewski.



MARY TERESA BOWEN



Mary Bowen crossed the great divide on December 15, 2020 at the age of 88. She raised daughters Rose and Kylia in the early sixties when most moms stayed at home and also cared for both of her aging parents. She spent many years working for the M.E.B.A. at our Plans office in Baltimore, MD. She had a great sense of humor, was spunky and friendly, and loved the Arts. Mary was a beautiful woman in many ways, was very religious, trusted in God and kept her strong Catholic faith until she left this world. She is survived by her daughters Rose Marie Bowen and Kylia Ann Bowen-Bollhorst; grandson Kyle Anthony Bollhorst; great grandchildren Sienna, Beau and Mia; and brother Carmen Tumminello.

ERNEST T. BROWN



Ernest Brown sailed into the next life on September 8, 2021 at the age of 73. Born in Birmingham, Alabama, he attended public schools in Baltimore, Maryland. After graduating high school back in Birmingham, he enlisted in the U.S. Marine Corps and served in the Vietnam War. Following his service, Ernest attended the Calhoon M.E.B.A. Engineering School in Baltimore where he received his engineering degree. He traveled around the world while working as a marine engineer but kept up with his education and eventually earned several masters degrees. He loved jazz music, was a great conversationalist and never met a stranger. He was preceded in death by his sisters, Vicki Blackwell and Cassandra Lewis. Ernest leaves behind sisters Burdine Brown and Anita Brown; aunt Geraldine Bonner; nephews D'Wayne Moore, James Pulley Jr. and Aaron Brown; nieces Renell Blackwell, Shawn Aje and Chavon Pulley; special

friends/caregivers, Edward Austin and Richard Valiquette and a host of other relatives and friends.

HORACE L. BUCHANAN



Horace Buchanan reached his journey's end on June 21, 2021 at the age of 94. Born in Asheville, North Carolina, he was one of seven children. Restless for opportunity and too young for the military, he enlisted in the Merchant Marine at the age of 16 and began a long and successful career at sea. Horace travelled the world for more than 30 years visiting ports in Europe, Africa, Asia, North and South America. It was as a result of his career that he met and fell in love with Elena Noah while in Romania in 1947 and married her in Jerusalem in 1952. Throughout their marriage he was often away for long periods of time and always brought home trinkets and treats. During long periods at sea, he and his fellow officers amused themselves by sharing favorite records and recording them to reel-to-reel tapes which Horace brought home. As a result, he introduced a myriad of jazz and theatrical music composers to his family. During the Korean War he had a two year stint in the Navy based out of Rhode Island. During the Vietnam War, he transported arms and supplies to our troops under dangerous conditions. Always a dedicated provider for his family as well as an outstanding and talented seaman, Horace progressed steadily through the ranks of the Merchant Marine, ultimately earning his Captain's License and sailing successfully for many years as a highly respected Master of the ships and crews he commanded. He retired early and enjoyed almost as many years in retirement as he was working, occupying himself with his amazing, fortressed garden. His passion for gardening where he would only raise "things he could eat" is a reminder of growing up during the

depression when food was so scarce. Horace was a member of Theodore Roosevelt Masonic Lodge No. 219 in Carteret, NJ for 48 years and served humbly and dutifully as Worshipful Master for two of those years. Married for 68 years to his beloved Elena, the love of his life, he cared for her for many years during her illness. Even when separated by a few corridors at Parker Home in Highland Park, he visited her daily bringing her fruit and chocolate and love. A true gentleman; he asked for little and gave everything for those he loved. He is survived by his daughter Arleen Buchanan and her husband James Imbriaco, their children Adrienne Imbriaco and her husband Michael Yerdon, David Imbriaco and his wife Chanyu Ou and Julia Imbriaco, as well as great grandchildren Archer and Marlowe Yerdon, son Thomas Buchanan and his wife Darilyn, their children Jason Buchanan, Jessica Shults and her husband Derrick and their son Russell, son Jerome Buchanan and his wife Wendy, their children Jacob Buchanan and Brittnay Stevenson and their sons Jameson and Jensen Buchanan; Alexander Buchanan and his fiance Kerry Hare and her daughter Lana.

JEFFREY D. COLE



Jeffrey Cole berthed at his final destination on July 12, 2021 at the age of 65. He began sailing following his 1977 graduation from Massachusetts Maritime Academy. He lived a full and adventurous life traversing the globe as an engineer on numerous merchant ships, visiting many countries while leaving his lasting imprint along the way. He was awarded the Merchant Marine Expeditionary Force Medal for his service during the Persian Gulf War. Jeffrey is survived by his wife Mayra, beloved children Stefany, Jeffrey David (JD) and Dee, his adoring grandchildren Sebastian,

continued



Mya and Bridgette, his loving mother Vivian, and brothers Grant, Mark and Shaun. Jeffrey cherished spending time doting on his grandchildren and creating delectable meals for his family and friends. He will be sorely missed by all he knew and loved.

GERALD T. COSBY SR

Jerry Cosby, Sr. rose above the horizon on June 5, 2021 at the age of 80. Born in Jacksonville, Florida, he served in the U.S. Air Force as an Airman 1st Class, then spent years at sea as a marine engineer. He enjoyed boating, woodworking, and was a strong supporter of the Paralyzed Veterans and the Wounded Warriors organizations. Among others, he is survived by his loving partner Judith Carlson, son Gerald T. Cosby, Jr., grandson Ethan Cosby, and brother, John E. Cosby.

JOSEPH COUTE

Joseph Coute shovved off on October 11, 2021 at the age of 104 at Crestwood Nursing & Rehab Center in Warren, RI. Born in Newport, Rhode Island, he resided in Fall River, MA most of his life, and also had land in Maine where he enjoyed vacationing. A marine engineer, he worked aboard various cargo vessels all over the world for many years. He served his country honorably as a Chief Engineer during World War II in the Atlantic, Mediterranean, Middle East, and Pacific war zones. Joseph is survived by children Teresa Kinkead and Joseph Michael Coute, grandchildren Kelly, David, and Scott, and several nieces and nephews.

RICHARD A. CROCKER



Richard Crocker made sail for the great unknown on September 10, 2021 at the age of 83. A resident of Forestdale, Massachusetts, he was a proud, 12th generation Cape Codder, often referring to himself as a "swamp yankee." He graduated from

Massachusetts Maritime Academy in 1960 and sailed the world as a marine engineer working for various shipping companies for 38 years. Richard and his brother together founded the Crocker Bros. Trucking Company in 1963. In 1964, he married the love of his life, Patricia "Pat" Crosby Crocker and they remained happily married for 57 years. They built their home on Snake Pond in Forestdale where they raised their three beloved sons, Rick, Craig, and Matt. Richard enjoyed fishing, boating, hunting, gardening, softball, horseshoes, Boston sports, and time with family and friends. He will be remembered for his huge smile and dry wit. He was a good, hard-working family man who lived life to its fullest. He will be greatly missed by many friends on Cape Cod, and Port Charlotte, Florida, where he and Pat spent their winters. He leaves behind Pat, sister Constance Carr, his sons and their wives, Kathleen, Lori and Carrie, nine grandchildren who affectionately called him, "Bumpa," Ben, Scott, Caroline, Mattie, Allie, Chase, Luke, Tommy, Brittany and her husband Dominick and their daughter Evelyn, his great granddaughter. He also leaves several nieces and nephews and a lifetime of dear friends.

RUDOLPH E. DIFRIETUS



Rudolph DiFrietus concluded his earthly visit on May 12, 2021 at the age of 96. He was a great father, husband, family man, friend and shipmate. He was buried in Chandler, AZ. Rudolph is survived by his wife, three children and numerous grandchildren and great grandchildren. He will be greatly missed by his family and friends.

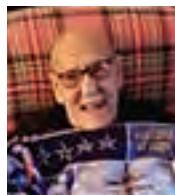


EDWARD WILSON DUDLEY

Edward Dudley stood his final watch on May 18, 2021 at the age of 82. Born in

Charlottesville, VA, he joined the U.S. Navy at the age of 17 and served our great country for the next twenty years including three tours in Vietnam. A life-long mariner, he sailed the world's shipping lanes in both peace and war. Edward was well liked and well known by many in the community. He was a member of the Masons and had a love for old cars. To know Edward for fifteen minutes left a mark for a lifetime and he will be dearly missed by all. Surviving are his wife of 57 years, Cecylia, son Tony, daughter-in-law Ana, Aunt Helen, grandchildren, Andrew, Alex, Kim and Matthew, sisters-in-law Hedwig Rutkowski and Jane Bauer; brother-in-law Adolf Bauer; and nieces and nephews Tammy, Loreal, Vincent, Theresa, Cecilia, Cynthia, Kirstine and Diane.

ALBERT ELIAS



Albert Elias journeyed to the great beyond on September 15, 2021 at the age of 92 Al was a member of Kirkwood Presbyterian and the Mars Hill Presbyterian Church. He served in the U.S. Navy and then spent his career at sea sailing as Chief Engineer. He is survived by his daughters Jenni Elias and Kim Elias, granddaughter Amelia Goldfine and extended family. He was predeceased by his loving wife Yvonne Elias in 2006.

EDWARD REGINALD EPLEY



The keys went silent for Edward Epley on Jan. 26, 2021 after battling pancreatic cancer. He was 83. He was a radio and electronics officer for 9 years as part of M.E.B.A. District No. 3 – the ROU. Often seen wearing a red felt hat and driving his 1961 Volkswagen bus, Edward spent a lot of time peacefully protesting U.S. involvement in war in front of the Benton County Courthouse (every day



for 19 years from 5 to 6 p.m.). He was arrested several times, most notably at the Trojan Nuclear Plant in 1977. He was a beacon of inspiration and of war resistance for people around the world. An ardent proponent of basic human rights, Epley was a supporter and volunteer at local homeless shelters, the Grace Center for Adult Day Services, a founding member of the Peace and Justice Gofers, the Power of 100 People, Veterans for Peace, and often drove blood and plasma from Corvallis to Portland - where he donated 83 gallons over more than 50 years. He put in time as a handyman, briefly owned a café in the 1970s and acquired a number of rental properties. Donations may be made in his name to the Corvallis Oddfellows, of which he was a proud brother. He is survived by his sister Kathleen Lauer, son Mitchell Epley, daughter Leanne Epley-Pressman and his beloved grandchildren Robin, Joshua and Hannah. He truly left the world a better place, for his having been in it.

MICHAEL CHARLES JOHNSON



Mike Johnson sailed into another life on June 30, 2021 at the age of 73.

He graduated from Virginia Beach High School in 1966, then studied at Old Dominion University before enrolling at the Calhoon M.E.B.A. Engineering School in Baltimore where he graduated in January 1970. Mike had a long, distinguished career working for various companies including U.S. Lines and Sea-Land Services. He retired from shipping in 1996, but could not completely leave the sea behind. And continued working as a port engineer for Patriot. Mike's expertise was respected and his friendship valued by those he met traveling the world. Although his immediate family resides in Maine, he considered Virginia Beach, Va. to be his home. His successful career allowed him to retire early and have time to pursue

new interests and enjoy his friends and North End home. He liked biking and watersports, such as boating, fishing, and windsurfing. He traveled with friends to snow ski and became an avid golfer, playing many of the country's finest golf courses. Gardening, woodworking, and home improvement were his hobbies. Mike was an accomplished handyman and spent many hours in his garage workshop completing projects. He had a tool for every task and was always available to share his skills with neighbors and friends. Mike had a particularly long and lasting relationship with several families, among them the Todd, Bates, Mills, MacDonald, and Thorpe families. He was regularly included in their families' celebrations and daily lives. Mike was a kind, generous, and loyal friend who will be greatly missed. He will be lovingly remembered by his sister Charleen Russell, his brothers Gregory M. Johnson and Joseph A. Johnson; and many nieces, nephews, and cousins.

JOHN GERARD "JACK" KENNEY



Jack Kenney sailed into the next life on May 2, 2021 in Mexico at the age of 78. He was born an identical twin to Father Gerard John Kenney and one of seven children of Boston Firefighter Edward Kenney and homemaker C. Elizabeth Kenney. As a child, he was an actor with the Boston Children's Theatre, and his love for museums and history made him a great tour guide for family and friends. As an Engineer, he sailed around the world, eventually settling in Ixtapan de la Sal, Mexico where he developed a hermitage. A life of contemplative prayer as a monk brought joyful peace which he shared in his letters to friends and family. He ministered to the sick and shut-ins and supported countless others. Jack leaves behind brother Edward Kenney and sister Dianne Kenney Williams, as well as many nieces and

nephews, godchildren, cousins and loved ones. It was, no doubt, a grand reunion when he crossed over, leaving a spiritual trail of butterflies, flowers and bees. He was a beautiful person, who only wanted peace for us all.

LOUIS KINGMA

"It isn't that life ashore is distasteful to me. But life at sea is better." – Francis Drake



Capt. Lou Kingma was promoted to glory on October 12, 2021 at the age of 94. He enjoyed an adventurous career in the Merchant Marine and spent as much time on sea as on land. His travels made him a consummate storyteller who still surprised his family with new anecdotes until the day he died. Lou was born on a "near 40 below" winter day, the youngest of six children, to Dutch immigrant parents struggling as ranchers on the harsh prairies north of Columbus, Montana. At the age of four, after the death of his father and the remarriage of his mother, Lou moved with his family to Lynden, Washington. The entire family of eight packed into their 1927 Essex, clothes and household items battened to the top of the overtaxed car on its multiday journey to the top northern corner of the Pacific Northwest where little Louis was "awestruck to see so many trees."

In 1944, at the age of 17, he left home to join the U.S. Navy in the WWII Pacific campaign. He served on the USS SAMARITAN, a hospital ship, and participated in the battles of Saipan, Peleliu, Iwo Jima and Okinawa. His naval experience ignited a love of being at sea. After the war ended, he spent two years attempting to find satisfaction in onshore jobs, but the sea was calling him back. In 1948 he began a lifetime profession in the U.S. Merchant Marine progressing from Able Seaman to the highest rank of Captain, responsible for overseeing

continued



shipboard operations on vessels of unlimited size sailing anywhere in the world. It was at sea in 1953 that Lou met a beautiful Irish brunette from Boston, Josephine (Jo) Mahoney, whom he would marry in Seattle two years later. He was serving as third mate on a passenger ship bound for Japan and Josephine was enroute to a U.S. civil service job in Japan supporting the Army Occupational Forces. Over the years Lou and Jo established homes throughout the world, all of them in coastal locations close to a port. They lived in Seattle while Lou skippered tugs to Alaska, spent seven years in Hawaii where Lou worked for the Military Sealift Command (MSC), lived in South Africa and Australia during which time he was a captain for Global Marine, returning finally to settle in the Seattle area. Once back in the USA, Lou accepted a captain position with Apex Marine Shipping and spent the next ten years taking large freighters and tankers on extended ocean crossings with Josephine accompanying him on many of them. One of Lou's most fondly retold stories was about his ship, the GLOMAR EXPLORER, being the only vessel to get departure clearance from the Chilean port of Valparaiso during Pinochet's 1973 military coup. He had strategically unloaded a large amount of the ship's toilet paper stock after learning that the soldiers guarding the port had a desperate need for it. When later questioned by the CIA on how he managed to get clearance, he answered roguishly that it 'just took a shit-load of toilet paper!' Lou circumnavigated the globe and crossed the equator more times than he could remember. He docked at ports on every continent and navigated every ocean. He transited the Panama Canal, the Suez Canal, and rounded the Cape of Good Hope and Cape Horn numerous times. He was one of the most knowledgeable and respected captains in the international maritime industry, serving as a mentor and providing an inspiring example for others to follow. In the words of

one who served under him, "I am forever grateful for the opportunity to have sailed under your sure hand and deeply in debt for your graciousness and understanding." He will be dearly missed and forever remembered by his wife Josephine of 66 years, his daughter Barbara Kingma, his daughter Sheri Hargus, son-in-law Brian Hargus, grandkids Kyle Hargus, Cory Hargus, Kelley Hargus and Connor Hargus and his many nieces, nephews, and friends.

To remember Lou, his family asks that you simply contemplate the majesty of the sea and celebrate its power to inspire exploration and adventure.

CARROLL "LEE" KNOTT, JR



Carroll Lee Knott, Jr. sailed into the sunset on April 7, 2022 at the age of 68. Lee, as he was known, attended Baltimore Polytechnic Institute and upon graduation attended Calhoon M.E.B.A. Engineering School. After completing the course instruction and sailing time, Lee earned his marine engineer diploma on December 19, 1974. He also served as an instructor at the CMES from September 10, 1979 through October 19, 1984. He took a leave of absence from teaching in December 1980 to August 1981. During his time teaching, he was loved by his students - some who reached out to his wife saying how Lee went above and beyond to help them. Lee sailed for many years and ascended to Chief Engineer by the time he retired. He was the son of the late Dorothy Rolka and late stepfather, John Rolka and father, the late Carroll L. Knott, Sr. and was the beloved husband of Martina Knott (Clayton). He is survived by his sons Eric Knott and his husband David, Jamie Knott and his wife Crista, and stepson Joshua Clayton and his wife Samantha. He was the brother of Myra "Joy" Kipikasha, Dorothea (Dart) Scott and the late Rosann Marx. He is also survived by his grandchildren Jaeden, Brandon, Brooklyn and Charlie, nieces, nephews and many other relatives and friends.

JOHN F. LENIHAN, JR.



John Lenihan sailed toward safe haven on July 22, 2021 at the age of 83. He was born in Boston, the first son of Irish immigrants, attended local schools and graduated from St. Mary High School in Waltham, MA. John served his country honorably for several years in the U.S. Army and Central Intelligence Agency. Subsequently, he served as a communications officer in the Merchant Marine and retired after 20 years of service. A longtime resident of Florida, he leaves behind his beloved wife Margarita and is survived by siblings Thomas, Mary Dillon, Sheila Snyder, Joseph and Richard. He is also survived by many nieces, nephews, grandnieces, grandnephews and cousins in the U.S. and Ireland.

BETTY ANN LINDSEY



Betty Lindsey departed this life on November 25, 2020 at the age of 83. Betty met her late husband Charles Lindsey while attending Guthrie High School. After graduating, they married in 1955 and went on to have two children, Ann Lindsey and Allan Lindsey Jr. After graduation, Betty started her first job at the Oklahoma State University Library, while Charles was attending OSU. Betty later worked at NATCA in Washington, D.C. and retired from the career she loved after ten years of service. After retiring, Betty and Charles spent time traveling to an abundance of NHRA races, as well as living in the Texas Valley with their extended family known as the Texas Jammers. Betty was also involved with a group of wonderful ladies known as the Crazy 8. Christmas time was always special for Betty and the Lindsey Family. Their house always looked beautiful with all the Christmas lights, plus

Betty's special peanut brittle she loved to share with family and friends. Betty is survived by daughter Ann Lindsey, son Allan Lindsey, sister Drusilla Ellen, grandchildren Chris Lindsey, Logan Miller, Ashley Parish and Bradley Dykes, seven great-grandchildren, along with a host of loved family members.

GALE HENRY LOWELL



Gale H. Lowell made sail for the undiscovered country on January 29, 2021 at the age of 81. He moved from Marlette,

Mich. as a young man to Ketchikan Alaska where he met his first wife Frances on a blind date. If you knew him, you knew he loved to tell stories. He had many jobs including fireman, milkman and carpenter then started a long career as a marine engineer in the Alaska Marine Highway System. Gale loved carpentry and was always building or remodeling. Even in his later years he never slowed down. He even built several of his own homes. You could always find him working on some project or another with salvaged materials he collected. He enjoyed volunteering for Skagit Habitat for Humanity for many years and spent time in Lake Havasu, AZ where he fell in love with gold mining. He enjoyed traveling to the coast with his wife Mary Ann and rarely missed a sports game or musical performance of his grandkids. He was preceded in death by his first wife Frances Lowell and second wife Betty Ristow. He is survived by his wife Mary Ann, brother Russell, children Richard, Heidi Agnew, Janene Poziombke, Molly Collette and Anna Lowell along with grandchildren Rick Vance, Nicole Van Dyken, Katrina Bailey, Marshall Lowell, Isabella Lowell, Thomas Lowell, Kimberly Young, Heather Pritz, Dale Lowell and C.J. Edwards, great-granddaughter Lexi Vance and nephews Jim, Gary, Steven and Mike Lowell.

ROBERT LEE "PETE" MARTIN



Robert Martin embarked on his final passage on July 22, 2021 at the age of 67. He was a beloved friend to many, native son of Brooklyn, and longtime Louisiana resident. He spent his career with the M.E.B.A. as an engineering officer and Union official. Robert is survived by his wife of 31 years, Denise, children Ayanna Jarvis, Damieon Martin, Donte Martin, Glenn Coleman, Robert L. Martin III, William L. Martin, and Ryan P. Martin, 14 grandchildren, brothers Alvin Martin, Leroy Martin and Bruce Mack, brother-in-law Allen Leonard, and numerous nieces and nephews.

THOMAS E. MONAHAN



Tom Monahan sailed toward smoother seas on May 2nd, 2021 at the young age of 68. Tom worked at Staten Island Ferries for 31 years (1979-2010) and was a respected, no-nonsense shipmate who took pride in his work. He served as a Delegate to the National M.E.B.A. Convention in March 2008 and was a staunch union brother and labor supporter. He dedicated his life to his work and even garnered the nickname "2054" - the year when people assumed he would retire. He also volunteered his own personal time to support "God's Exceptional Children" working on behalf of those with special needs and disabilities. Tom is missed and leaves behind many family, friends and Union brothers and sisters who remember him kindly.

MICHAEL JUDE MORRISSEY



Mike Morrissey, longtime member and part-time Representative at M.E.B.A.'s Union hall in Boston, abruptly

sailed into the sunset on February 19, 2022 at the age of 64. He was a terrific Union brother who became part of the M.E.B.A. family in 1981 after his graduation from Maine Maritime Academy. Following an impressive and productive career at sea as an engineer, last sailing with Horizon Lines, he retired but stayed close with the M.E.B.A. In 2014, he began filling in at the Boston Union hall as needed, and remained a reliable and helpful presence at our office on Channel Street when work or vacation kept our permanent Representative away. Mike loved to sign up new applicants, mentor them and regale them with sea stories. He loved fishing and skiing, '70s rock & roll, muscle cars, road-trips and spending time with family and friends. He was a loyal friend who will be missed.

Mike was a resident of Beverly, MA just outside of Boston. He is survived by his wife Karelle, brother Danny, sister-in-law Sandra, niece Molly Morrissey and stepson Joseph Edelstein. He was a favorite uncle to Paul Acciavatti, Patrick and Benjamin Condon, Jack and Sam Falloni and Joseph Ingemi. Mike also leaves behind a loving family and many lifelong friends, in particular Kevin Duffy, Steve Comeau, Dave Ryan and Joe Falloni.

JOSEPH MUCHULSKY, SR.

Joe Muchulsky sailed into the sunset on January 11 at the age of 71. Born



in Brooklyn, NY, Joe began going to sea in the 1960s as a teenager aboard the SS UNITED STATES for several years until the end of the vessel's service life in 1969. He had started as the ship's Assistant Linen Keeper then progressively worked himself up to First Class Deck Steward then Tourist Class Waiter then Cabin Class Waiter and finally First Class Waiter. His time aboard "The Big U" was a point of pride he shared far and wide on television and other media

continued



with appearances throughout his 50-year career. He was a very active spokesman for the ship's history in his capacity as a member of the SS UNITED STATES Conservancy.

After the lay-up of the Big U, Joe shipped out on a variety of vessels with the National Maritime Union in a number of positions including Wiper, Fireman/Watertender/Oiler, Pumpman, Machinist, Reefer Engineer, Deck Engineer, Electrician, and Deck Engineer Machinist (DEMAC). In 1979, his career really took shape when he began shipping and excelling in the Military Sealift Command fleet. He worked his way up to Chief Engineer and spent 32 years sailing for MSC on a multitude of vessels. When hurricane Katrina struck the Gulf in 2005, Joe was tasked as Chief Engineer of the hospital ship USNS COMFORT (T-AH 20) in what proved to be one of the highlights of his seagoing career, and a constant source of pride. Joe applied his engineering experience to support the humanitarian relief efforts and the welfare of Americans affected by the devastation left by the hurricane. This act had a great impact on his perception of the resourcefulness of our American citizens, and the innovative skill of mariners and service members. Since then, he spent several years lending his expertise to the Norfolk, VA Mid-Atlantic Maritime Academy, where he helped with course development and served as an Instructor. Joe served as the M.E.B.A.'s Assistant Government Fleet Representative for four years until 2019 at the Norfolk Union hall and mentored many men and women in their maritime careers. He was an avid reader and a great storyteller, particularly stories related to life at sea, Jack London was a particular favorite author. Joe was a Virginia Beach, VA resident and, among others, leaves behind his sister Jackie, wife Melissa, daughter Angie and son Joe Muchulsky, Jr., who is a recent graduate of SUNY Maritime.

TERRENCE LEON MURR



Terrence L. Murr made his farewell on October 2, 2021 at the age of 72. He grew up in Mobile, Alabama but heard the call of the sea and enrolled at the Calhoon M.E.B.A. Engineering School in Baltimore, MD which earned him an officer's license and launched him toward a shipping career. He eventually earned his Chief's license and sailed on a variety of vessels and spent time with Lykes Bros., among other shipping companies. Terrence was a resident of San Antonio, Texas and leaves behind many family and friends.

GREGORY SAMUEL O'CLARAY



Greg O'Claray unexpectedly moved onto his next adventure on March 13, 2022 at the age of 79. Greg was an avid outdoorsman and enjoyed hunting, fishing, hiking and camping. He was born in Portland, Ore., the second of five children: Dan, Greg, Jennie, Joe and George. He moved to Juneau, Alaska, in 1950, where he lived most of his life until he retired in Warrenton, Ore. He graduated from Juneau-Douglas High School in 1960, and married Mary (Micki) Strohmeyer in 1961, and had five daughters together. They were married until 1992.

Greg had a distinguished career, starting as a professional mariner for government and commercial vessels and Alaska ferries. He served as M.E.B.A.'s Representative in Juneau for over a decade - from the early 1990s until 2002, after which he was succeeded by current Rep. Ben Goldrich. He previously held leadership positions with Alaska Region Inlandboatmen's Union of the Pacific and the Seafarers' International

Union of North America. Alaska Governor Frank Murkowski appointed Greg as the State's Labor & Workforce Development Commissioner in 2003, a post he served with distinction until 2007. Greg also had a client advocacy business - GSO Associates/ Shedoni Group, fished commercially for salmon and owned the Aluminum Recycling Business in Juneau. His community service included numerous local leadership roles. He lived in the state except when working on ships, attending school, and lobbying for Alaskan issues in Washington, D.C. He also lobbied for various clients before the Alaska State Legislature, the State of Alaska administration, and the U.S. Congress.

Greg leaves behind his significant other, Judith Jordan; daughters, Lisa Hall (husband Brad, son Broc), Dina Guest (children Alisyn and Samuel), C.J. O'Claray, Kami Myles (husband Rob, daughters Kristina, Kayla and Kodi), Heather O'Claray and Megan March (husband Bryan, daughter Nyah); brothers, Dan O'Claray (wife Geri, daughters Kathryn, Karen and Sheryl) and Joe Chicano (wife Connie, sons Alex, Rob and Jason); nephews, Joey Shay and Luke Kilgore; cats, Koby and Kiki; and pup, Tinkerbell. The family requests donations in his honor to Wet Noses Foster Paws in Tacoma, Wash., or Clatsop County Animal Shelter in Warrenton. A private service was held, but Greg would want those unable to attend to enjoy the outdoors with him in mind.

JOSEPH ROGERS



Joseph "Joe" Rogers passed away peacefully on May 14, 2022 at the age of 72 after a years-long battle with liver cancer. He had been retired from the Merchant Marine for 22 years. Born in the Boston area, Joe grew up sailing in Wollaston Bay, and purchased his first sailboat at the age of 14. After

graduating from North Quincy High School in 1967, he attended the Calhoon M.E.B.A. Engineering School and began his career as a cadet on the AFRICAN RAINBOW in 1969. Joe spent the next three decades working in engine rooms for American President Lines, El Paso, Sea-Land, Farrell Lines, and Matson (among others). He was particularly proud of having served as Chief Engineer on the GREEN ISLAND (1986), the PRESIDENT TAFT (1992), and the PRESIDENT VAN BUREN (1993). When not at sea, Joe earned a private pilot's license and traveled extensively with his wife, Betty. In the 1990s the couple began purchasing and managing private real estate property in the Denver metropolitan area. In more recent years, Joe enjoyed riding and working on his Harley Davidson and Royal Enfield motorcycles, and, to his great delight, he attended the 2019 annual Seaman's Memorial Cruise on the SS JEREMIAH O'BRIEN. He is survived by his wife, Betty, his daughter, Kelly Denzler (Jonathan), and his two-year-old grandson, Teddy.

RICHARD "DICK" RUSSELL

On November, 10th 2021 at the age of 96, M.E.B.A. Brother Richard "Dick" Russell embarked on his final crossing to a distant shore where we shall all ring up FWE one day. Dick is survived by his wife of 58 years, Yoko Russell. Upon his birth in Freeport, New York on 9/25/1925, Richard Angus Kenneth Russell began his life's journey. Young Richard spent his youthful endeavors in Freeport seeking answers to questions posed by his insatiable appetite for knowledge and diverse cultural experiences. Combined with world events of the day, Dick made his way to the US Merchant Marine Academy at Kings Point in 1943. Brother Russell graduated Kings Point, Class of 1945. During Dick's career in marine engineering he climbed the ladder to obtain a Chief Engineer's license. He joined the Navy in November 1948. While in service to our nation through

March 1952, Dick held the rank of Lieutenant JG. During his Navy career, he proudly earned the following service ribbons: Pacific War Zone Bar, The Philippine Liberation with stars, The Victory Medal, the Honorable Service Button and the Occupation Ribbon. Upon transferring to Retired Reserve in January 1970, Dick was issued the rank of Lieutenant. Brother Russell utilized the GI bill in 1955 to attend Georgetown University and obtained a BS degree in Foreign Service curriculum. At George Washington University he earned a Master's degree.

In 1956, Dick became employed by M.E.B.A.-contracted Pacific Far East Lines as a Port Engineer. While working for PFEL in 1962 he met his future bride, Yoko, at the NKK shipyard in Japan. In 1963 Dick and Yoko married at the American Embassy in Tokyo. After PFEL folded, Dick went on to work as a Port Engineer for Farrell Lines. During the 1980s, Dick settled into a Port Engineer position at Sea-Land Service in Oakland. Following a consolidation of Fleet Repair to Elizabeth, NJ in the early 1990s, Dick moved east with the M.E.B.A.-contracted position, where he remained until the demise of Sea-Land on 12/10/1999. In 1996, Dick oversaw the restoration of the SL VOYAGER in Ulsan, South Korea after the vessel's engine room was breached by a wayward bulk carrier in Tokyo Bay near Yokohama. Post 2000, Dick continued to do consulting work for General Engineering and Machine Works, along with Matson Navigation. Brother Russell ultimately hung up his coveralls on August 1, 2009 with 29.75 years of M.E.B.A. pension credit. While at Sea-Land's Fleet Repair Group, Dick was affectionately known to many as "Father Time," due to his wealth of knowledge comparable to an encyclopedia which he enthusiastically shared whenever asked for his perspective. His counsel instilled the quality of perseverance to overcome any obstacle in one's way to success.

For all who were fortunate to have known brother Russell, he will forever be known as a gentleman and scholar.

ROY DALE SAM



Roy Sam crossed the final bar on March 11, 2021 at the age of 93. He was known by many names: Bud or Buddy, Sam, Dad and Roy. Born in a sod house in North Dakota, he had 9 brothers and sisters. In his early life, he was not without hardship: his parents both died when he was very young. He then moved from relative to relative, working on various farms. He would spend summers shepherding sheep on faraway public land, where he slept and cooked in a covered wagon, pulled by horses. Supplies were brought in about every two weeks. Then during harvest season he worked the various farms, plowing, shocking wheat, oat and barley. For plowing he drove an old steel rimmed wheel tractor. He went to assorted schools near the various farms. In his second year of high school, he wrote in his memoir: "I was sitting at my desk gazing out the window when the teacher asked, 'Roy, what are you doing?'. I replied that I was wondering what was over the next hill, to which she said, 'Why don't you go and find out?' And so, my days of wanderlust started!" He moved to Aberdeen, Washington, where he worked at a pulp mill before convincing a sister to sign for him, at 17, to join the Merchant Marine. He was assigned to his first ship as a Mess Man a few days after Japan's surrender but still dealt with mines and various hostilities. Always curious and industrious, he learned and studied, moving to the engine room by his second voyage, where he rose through the ranks to Chief Engineer.

He met Dorothy in 1952 and married her the next year. Vickie, his only child, was born the year after that. Being a sailor, he was often gone a year at sea, returning for a few months between

continued



sailings. He circled the globe many times and brought home exotic items throughout his career. As a mariner, he saw the wonders of the world, traveled to the Great Pyramids, rode the bullet train in Japan, dined in the Taj Mahal in India, and transited both the Panama and Suez Canals. He was caring and a very good provider for his family. He retired in 1972. Using his engineering licenses, Roy worked as building engineer at Fredrick & Nelson and Safeco until retiring Dec. 31, 1989. Still curious to see the world, Roy and Dorothy traveled much of the west in RVs. He joined organizations like the Elks and Masons where he attained the 32°. Roy loved bowling, card games, cribbage, hunting, fishing and exploring. He was organized and kept logs of everything he did. Roy was extremely handy. He built a house outside Granite Falls and was well versed in anything mechanical, electrical or construction. He was fearless at tackling projects. Anything he built was over built, almost indestructible. He was a man of integrity and honor and he expected the same in return. He led a great life. He leaves behind his daughter Vickie, and her husband Steve Jones. His love and legacy will live on in his grandchildren Shayla Kerr, Nicole Gorman, Kristi Oliverson and Peter Jones, and in his great-grandchildren and many nephews and nieces.

WALTER SCHMEIS



Walter Schmeis crossed over on March 7, 2021 at the age of 91. He was born in Brooklyn, NY the son of German immigrant

parents. His main hobby was target shooting and he captained his high school team. Very young, he joined the Merchant Marine like his father before him. He worked himself up until he became Chief Engineer. Walter liked to read, play scrabble and tinker in his workshop. He loved to tell ship

stories to family and friends alike. He was a wonderful husband, father, and grandfather. He is survived by his wife Emilia, sons Walter and Christian, daughter Alex Sainas, grandchildren Vivian, Susan, Brianna, Reinhard, Megan, Francisco and Elizabeth Shadée Schmeis, Remi Salinas and Kaelani Salinas, daughter-in-law Edira Schmeis, son-in-law Carlos Salinas, sister-in-law Clara Edwards, nephews, nieces and lots of friends.

NORMAN "PACO" SMITH

Captain Norman Smith sailed into the sunset on July 15, 2021 at the age of 86. Born in Boston, MA, he attended the St. Andrew's School, where he earned a well-deserved reputation as a prankster, before graduating from the United States Naval Academy in 1956. He served 11 years in the U.S. Navy, primarily as an officer aboard diesel-electric submarines, a lifetime passion. Norman's naval career included active duty in the Vietnam War during which he participated in three campaigns. After leaving the Navy, Norman continued his maritime career, notable for the fact that he worked both as an engineering and deck officer. He served as the engineer-in-charge aboard vessels laying undersea cable and oversaw the laying of the sixth transatlantic cable for AT&T. Norman then worked for Energy Transportation Corporation, first as the Master of the LNG GEMINI, and later as Master of the LNG LEO, both 100,000 ton, 936-foot tankers carrying liquified natural gas. Norman's career in the Merchant Marine included regularly dodging both monsoons and modern-day pirates. He conducted several rescues at sea, saving over a hundred lives, rescuing both mariners in distress as well as refugees adrift in the South China Sea. For his efforts he was commended by the U.S. Maritime Administration, received the Mary Patten Valiant Ship award in 1990, prestigious Admiral of the Ocean Sea honors in 1989 and again in 1993, as well as a commendation from the

United Nations Commissioner for Refugees. Paco loved steam engines and tall ships, playing the bagpipes — often far too early in the morning — and was a master ship modeler with work both in private collections and on display at the Maine Maritime Museum. He was known for his quiet sense of humor and ability to fix nearly anything. He is survived by his wife Dawna Youland, stepson Bradford Bowman, and Bradford's two daughters Elin and Ingrid Bowman, his brother Jerry, nieces Maria Enlow and Nina Madoo, and his nephew Michael.

STANLEY THOMAS SUDOL



Stan Sudol reached his final shore on April 24, 2021 at the age of 78. Born in Mount

Kisco, New York, he grew up in Carlisle, New York and enlisted in the Navy in 1961. In the Navy, he served in the engine room which eventually led to his career as a marine engineer. He was extended four months active duty being involved in the Bay of Pigs blockade. Honorably discharged in 1966, he moved to Longview, Washington later marrying Shirley Dianne Cope in June of 1971. Their union was blessed with two children, Crystal and Thomas, and spent 49 years of marriage together. The couple made their home in Kalama, Washington. Stan worked as a marine engineer on seagoing ships for various shipping companies until his 1993 retirement from the sea. He also worked in law enforcement serving on deputy reserve for 20 years in Cowlitz County, Washington. Later on, he moved to Dalton Gardens, Idaho. He loved NASCAR, travelling to Arizona in the winters, gold panning, rock hunting, and working. He will be remembered as a disciplined, loyal, and honorable man with a great sense of humor. He loved his family and enjoyed time spent with them. Stan is lovingly remembered by his wife, Dianne, children Crystal Allen

and Thomas Sudol, grandchildren Ivoree, Whitlee, Jordan, Zach, and Dominic, sister Dolores Dutko and other family and friends.

NECHO N. TERRY SR.



Necho Terry pushed off toward his final frontier on June 6, 2021 at the age of 92. Born in Cuba, Necho lived the American dream.

He came to the United States at the age of 17 because he knew this was the land of opportunity. He was a graduate of the Calhoon M.E.B.A. Engineering School in Easton, MD and sailed around the world for over 40 years. He worked hard and provided a wonderful life for his family. Necho was a great storyteller due to his many years of traveling the world. He was always up for a good time and his gentle way allowed him to become fast friends with many. He always had a story about a place, a guy or his favorite pastime - the Casino. Everybody who crossed his path has a memory, a moment of the time and the laughs they shared with him. He always left a lasting impression. He lived an incredible life full of accomplishments and lived as he wished until his very last day. Necho is survived by the love of his life, wife Norna, as well as his children Necho Jr., Myrna Hinchman, Annette Lamania, Mark and Norna Kissane. He is also survived by granddaughters Courtney Lankowsky, Raquel Lamania, Shelby Hinchman, Elizabeth Kissane and Meredith Kissane, as well as great granddaughters Alyse and Emilia Lankowsky.

CHARLES POULSON THOLE

Charles Thole climbed the gangway to the great beyond on August 23, 2021 at the age of 91. Born on Christmas Day in Newark, NJ, Charles served in the US Navy for 11 years and spent the rest of his career in the Merchant

Marine. During his career, he traveled the world, including Panama, Norway, Holland and England when working in the North Sea, Saudi Arabia, Bahrain, Diego Garcia in the Indian Ocean, Singapore, Malaysia Hong Kong, Japan and Alaska. He attended St Joseph's R.C. Church in Newton and was a former member of the Knights of Columbus. He is survived by his sisters Barbara Finley, Nancy Torney and Joan McNally, brothers Bernard and Thole and his brother-in-law Robert Heitner.

RICHARD EDWARD THOMPSON

Richard Thompson made his final crossing on February 5, 2021 at the age of 91. He was born in Staten Island, NY, served in the U.S. Army and fought in the Korean War. After that, Richard went to sea and sailed around the world many times for a variety of shipping companies. He finished up his seafaring career in the early 1990s and settled down in Lake Ariel, PA. He is survived by many nieces and nephews.



ALBERT HOWARD TOWNSEND, JR.

Albert Townsend Jr. sailed into the sunset on November 10, 2021 at the

age of 92. Howard was a U.S. Navy veteran who enlisted in 1946 and served on submarines. In July of 1952 he married Marcia L. Geilfus and enjoyed 60 years of marriage until her passing in September 2012. After being discharged from the Navy, he attended college on the G.I. Bill and graduated from Rollins College in Winter Park, FL in 1953. Howard was an Electrician with the National Maritime Union (NMU) until he obtained his Third Engineer's license in 1987, joined the M.E.B.A. and sailed the world's oceans. He retired from the M.E.B.A. in 2006 at the age of 76. Howard belonged to the U.S. Submarine Veterans Inc. and enjoyed being around other retired

submariners. As a young man growing up in Florida he liked playing golf and fishing and held a lifelong interest in electricity and radio. He is survived by his son (and M.E.B.A. member) Marshall H. Townsend, and daughter-in-law Norita Vasquez Townsend, granddaughter Leslie M. Unnasch and her husband Kyle, granddaughter Clarissa M. Townsend and two great granddaughters Dakota and Briar Unnasch. Howard's family wishes to thank everyone who made his life the special journey that it was.

WILLIAM TRACHIN



William Trachin set sail for uncharted waters on August 6, 2021 at the age of 92. Born in Franklin, NJ, he served with distinction in the 11th Airborne "Angels" division during WWII and the occupation of Japan 1946-49. He was home a short time but was recalled to active service from 1950-53 during the Korean War. After being discharged from the army he joined the Merchant Marine and sailed during peacetime as a 1st A/E. The country called once again and he served aboard ships supplying ammunition to the troops in Vietnam from 1964-68. Traveling all over the world he retired from the sea in 1988. He was then employed by the state of NJ from 1988-1994 which became his final retirement. Willy, as he was affectionately called, was an avid fisherman who loved walking the streams and creeks in the summer and being out on the ice during the winter. He also loved taking his boat to nearby lakes and vacationing with family and friends at Lake Wallenpaupak. He is survived by his wife of 57 years Elaine, his son Bart, his "great" daughter Lynne, and grandson Erik Klausfelder, granddaughter Emily Klausfelder, brother John and many nieces and nephews.

GERALD E. TURNER JR



Jerry Turner Jr sailed into the sweet hereafter on December 6, 2020 at the age of 74 in Sarasota, FL. Born in York, Maine, Jerry and his siblings – Carol, Karen and Mary Lynne – grew up in a household that nurtured a combination of fun and education, family time on the beach and quiet time at home. After graduating from York High School, Jerry attended Maine Maritime Academy where he received his B.S. in Marine and Electrical Engineering. He then went to sea sailing on various Lykes Brothers ships, most notably the S.S. MASON LYKES, where he was commended for fighting a bow fire. Jerry had years of sailing, serving as a Chief Engineer, where he was a respected and well-liked shipmate and union member. His time in the Merchant Marine inspired a lifelong love of the sea and travel and of worldwide cultures. Transitioning to management as a port engineer, Jerry settled in New Orleans and made it his home for years where he fell in love with the culture of the city, the music, the fine restaurants and the people. Jerry is survived by the love his life Sue (Judge) Turner. In Sue, Jerry found his partner for life and the two shared an incredibly rich life together. They loved and laughed, enjoyed travel and home, took care of family and friends and always complimented each other. The two of them found Sarasota together, where they continued their love of fine restaurants, the opera, a community of wonderful people and hosting family in a home near the beach. A gentlemen's gentleman, his family will miss seeing Jerry holding Sue firmly as they walked arm-in-arm. He is survived by his sisters and brothers in-law, Mary Lynne and Wayne Boardman, Karen and John Norton, Carol and David Elford, as well as his nephews and nieces, Eric Boardman, Lani Silversides, Kari Norton, John

Norton, Kim Zito and their families. Jerry is also survived by his loving children John Daly, Anne Marie, and Peggy. Jerry is ever-loving Papa to his grandchildren Erin and Kelly Casey.

LORNE A. WARCZINSKY



Lorne Warczinsky steamed into the hereafter on April 18, 2021 at the age of 77 in Saginaw, Mich after a short illness.

He was a lifelong resident of Delaware Township. He began his education in country schools, graduated from Deckerville High School in 1961 and married Marilyn Hartsell in 1972 in Palms, Michigan. He spent over 40 years with Interlake Steamship Company sailing the Great Lakes and retired as Chief Engineer from the M/V PAUL R. TREGURTHA. Upon retirement he was inducted into the Great Lakes Lore Maritime Museum. He was a lifelong member at St. John's Lutheran Church and served many roles from treasurer to cemetery committee. In his youth, Lorne farmed with horses to recently operating equipment with autosteer. Lorne was a humble, mild mannered man with a good sense of humor. He cherished his time with his wife, kids and grandkids. He looked forward to attending his grandkids' activities and enjoyed a friendly game of cards. Throughout his life, he valued faith, family and friends. Lorne is survived by his wife, Marilyn, daughter Caren, son Steve, grandchildren Melanie, Ashley and Courtney Puvalowski, Isaac and Samantha Warczinsky, sisters, Ruth Warczinsky and Alice Warczinsky, and brothers-in-law and sisters-in-law Bonnie Reisner, Barb Hill and Mark Hartsell.



PABLO WEDEL

Pablo Wedel sailed off to farther shores on November 22, 2020 at the age of 95. Born

in Buenos Aires, Argentina, he spent his childhood and younger years in that cosmopolitan city. After high school he attended the Argentine Merchant Marine Academy and graduated in 1949 with a degree in Marine Engineering. His first jobs were with the Dodero Company, but lured by the prospect of a better future in other lands, he emigrated from Argentina to the U.S. in 1953 while shipping out between Caribbean ports with the United Fruit Co. fleet. Pablo became a naturalized American citizen in 1962 and settled in New Orleans, serving as an engineer on both steam and motor ships of the Delta Lines: DEL CAMPO, DELTA ARGENTINA, DEL MUNDO and DELTA SUD. As a member of the M.E.B.A., he also attended the Calhoon M.E.B.A. Engineering School and eventually upgraded his license to Chief Engineer, while working on U.S. Lines ships and later with Lykes Bros. He retired in August, 1992. Pablo continued working at home, fixing everything that needed to be improved, and spent hours in his workshop listening to the music that he loved. He also returned to the sports of his youth: cycling and rowing. Hurricane Katrina winds blew him to Arkansas, in search of a life without flooding, but he always remembered the friends he had left behind. He is survived by his wife, Elizabeth and his two nieces. Pablo's ashes were cast into the sea, finished with engines.

DOUGLAS K. WICKRE



Doug Wickre embarked on his final passage on April 22, 2021 at the age of 71. For most of his career, Doug worked as a Chief Engineer aboard the Washington State Ferries and Alaska Marine Highway System as well as with Maritime Overseas. He also owned a freight transportation and consolidation business in the Seattle

area in the 1990s. He was active in many community groups and events including Grace Lutheran Church, Eagle Cap Shooters Association, Friends of NRA, and Joseph Lodge #81. He was also a Past Master of Doric Lodge #92 in Seattle. His hobbies included hunting, shooting sports, motorcycling, and working on old trucks. Doug is survived by his wife Gail, oldest daughter Laura Kuperstein, grandchildren Vera, Matthias, and Wayne, and youngest daughter Sarah Wickre. He is also survived by his siblings Gloria Steel and Curtis Wickre. He was raised in the Seattle area, attended Highline High School then graduated from Ingraham High School. He attended Pacific Lutheran University before transferring to the Marine Engineering program at Seattle Community College. Doug also resided in Spokane, WA; Southworth, WA; and Juneau, AK before moving to Joseph, OR.

KEVIN MICHAEL "MICK" WONS



Kevin Wons made his last muster on January 31, 2021 at the age of 67. Born in Brighton, Massachusetts, Mick had an easy way of

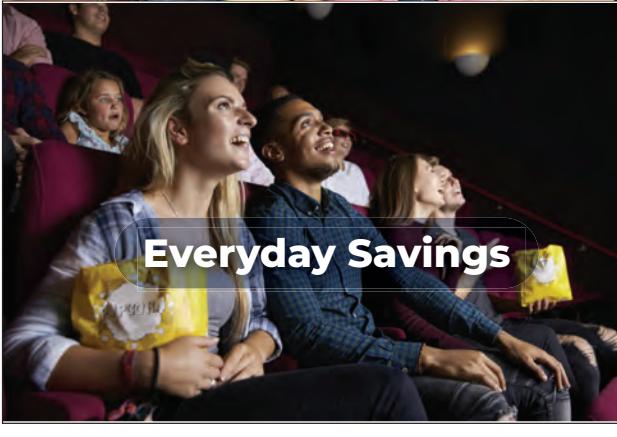
connecting with all people, fitting in just as well with the nerds as he did with the jocks. He was an avid basketball player and lifelong fan closely following his beloved Boston Celtics. On Dedham High School's varsity team, he was coached by Jim Calhoun, who later went on to lead the team at basketball powerhouse UConn. One of his favorite times of year was March Madness. Through his first and only call in to a radio station, he was the lucky 61st caller and won two tickets to the 2001 Final Four, which to him was like winning the lottery. He met the love of his

life, Karen Bothne, at Dedham High School and got up the nerve to talk to her by asking what the deal was with the bumblebee keychain hanging from her purse. Mick took Karen out on their first date, to the Ice Capades on January 3, 1970. He excelled academically in high school and served as President of the National Honor Society for the class of 1971. He attended the U.S. Merchant Marine Academy, where he studied marine engineering then traveled the world on merchant ships. He and Karen stayed connected through writing countless letters. After graduating in 1975, Mick moved to Egypt to work on an oil drilling rig for six months. He then accepted a position in a management training program at Bethlehem Steel in Baltimore, Maryland. The program prepared him for his long career managing large shipbuilding and ship repair projects. Mick and Karen married in 1977 and settled down in Maryland. Professionally, Mick was highly respected for his expertise, down-to-earth nature and his fair management style. He discovered his true vocation, however, when he became a father. Mick and Karen welcomed their daughters, Lauren in 1982 and Meghan in 1985. Mick was the epitome of a loving husband and father. As a new "girl dad," one of Mick's sons-in-law asked him what he did to raise such strong, confident daughters. His reply was simply, "Just show up." Mick showed up for his family in all the ways that mattered – in the big and small moments. He always hustled home from work to be there for family dinners. He coached his girls' rec basketball teams and helped with math homework every night. He was on the sideline for virtually every soccer game, swim meet and cross-country match. He taught his girls to always try their best and encouraged their independence

by saying, "It's a great big world out there; don't be afraid of it." A true salt of the earth kind of guy, Mick never drove a fancy car or worried whether his clothes were cool. He drove a little blue truck without air conditioning for many years. He delighted his daughters and their friends with rides around the neighborhood in his truck bed. A good part of his wardrobe was from Costco; the rest may have been from the Notre Dame bookstore. After a twenty-year career at Bethlehem Steel, Mick went on to work as a port engineer for several different companies, managing large-scale ship repair projects. While he worked mostly out of the Port of Baltimore, his work also brought him to various locations around the United States and the world. No matter where he traveled, Mick's Boston accent followed. Mick always relished the simple things in life - morning cups of coffee with Karen, Sunday brunch after church, playing cribbage and reading a book on the beach. As empty-nesters, Karen and Mick enjoyed spending time with dear friends, hosting casual dinners and traveling to new destinations. In recent years, their favorite trips were to Denver, Colorado and Madison, Wisconsin to spend time with their daughters and their families. As a grandfather, Mick was never too busy to get down on the floor to build tall towers, let them "climb Papa mountain" or play silly games. He is survived by his wife Karen; daughters Lauren Bradley and Meghan Franklin; sons-in-law Ryan Bradley and Michael Franklin; grandchildren Eli Franklin, Annie Franklin and Kate Bradley; sister Susan, brothers Peter and Bob, sisters-in-law Nancy and Janet Bothne, and nine nieces and nephews. Mick's one piece of advice for all of us would echo the words of Mother Teresa, "If you want to change the world, go home and love your family."

Exclusive Programs

Designed for Union Families



Explore these and other Union Plus programs at

unionplus.org



UNIONPLUS

M.E.B.A. DIRECTORY



Adam Vokac
President

Roland "Rex" Rexha
Secretary-Treasurer

Claudia Cimini
Executive V.P.

Jason Callahan
Atlantic Coast V.P.

Adam Smith
Gulf Coast V.P.

Headquarters

Adam Vokac, President
Roland "Rex" Rexha,
Secretary-Treasurer
444 N. Capitol Street,
NW, Ste. 800
Washington, DC 20001
Office No. (202) 638-5355
Fax No. (202) 638-5369
mebahq@mebaunion.org
www.mebaunion.org

Government Fleet

Jack Menendez,
Govt. Fleet Rep.
Cell: 804-614-8717
Office: 757-440-1820
jmenendez@mebaunion.org

Ports

Baltimore
Hugh Bagby, Dispatcher
1003 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 685-5353
Fax No. (410) 685-5355
baltimore@mebaunion.org

Boston
Stuart Fay, Representative
Marine Industrial Park
12 Channel Street, Ste. 606
Boston, MA 02210
Office No. (617) 261-2338
Fax No. (617) 261-2340
boston@mebaunion.org

Charleston
Brian McNamara,
Representative
4706-A Spruill Avenue
North Charleston, SC 29405
Office No. (843) 744-5088
Fax No. (843) 744-4979
charleston@mebaunion.org

Cleveland
Cheryl Kostreba, Dispatcher
1322 Old River Rd., 3rd Floor
Cleveland, OH 44113
Office No. (216) 579-6322
Fax No. (216) 862-9669
cleveland@mebaunion.org

Honolulu
Luke Kaili, Representative
521 Ala Moana Blvd., Ste. 254
Honolulu, HI 96813
Office No. (808) 533-1910
Fax No. (808) 533-1911
lkaili@mebaunion.org

Houston
Adam Smith, Gulf Coast V.P.
Jay Wedman, Representative
Brenda Mancha, Dispatcher
316 Broadway
Houston, TX 77012
Office No. (713) 923-9424
Fax No. (713) 923-2749
Houston@mebaunion.org

Jacksonville

Liz Pettit, Dispatcher
550 Balmoral Circle North
Suite #308
Jacksonville, FL 32218
Office No. (904) 765-6100
Fax No. (904) 765-4050
Jacksonville@mebaunion.org

Los Angeles

Richard Doherty, Branch Agent
John McElhone, Patrolman
Yvette Reed, Dispatcher
1891 North Gaffey Street
Unit #211
San Pedro, CA 90731
Office No. (310) 548-7358
Fax No. (310) 984-1409
Plans No. (310) 547-1264
losangeles@mebaunion.org

New Orleans

Daniel Gifford, Rep./Dispatcher
811 Carondelet Street
New Orleans, LA 70130-3707
Office No. (504) 523-1884
Fax No. (504) 523-6911
Plans No. (504) 523-5542
noladispatch@mebaunion.org

New York/New Jersey

Jason Callahan, Atlantic Coast V.P.
Nico Sermoneta, Patrolman
Katherine Cestaro, Dispatcher
37 Edward Hart Drive
Jersey City, NJ 07305
Office No. (201) 433-7700
Fax No. (201) 433-7959
newyork@mebaunion.org

Norfolk

Jack Menendez, Branch
Agent/Govt. Fleet Rep.
Ola Lasley, Asst. Govt.
Fleet/Dispatcher
6325 North Center Drive
Suite 100
Norfolk, VA 23502
Office No. (757) 440-1820
Fax No. (757) 489-4126
Plans No. (757) 440-2427
norfolk@mebaunion.org

Oakland

Claudia Cimini, Executive V.P.
Max Alper, Patrolman
Michelle McGlaston, Dispatcher
548 Thomas L. Berkley Way
Oakland, CA 94612
Office No. (510) 291-4912
Dispatcher No. (510) 291-4917
Fax No. (510) 835-0384
sanfrancisco@mebaunion.org

Seattle

Jeff Duncan, Branch Agent
Kevin Cross, Patrolman
Eric Winge, WSF Rep.
Joshua Hahn, Dispatcher
5210 12th Street E.
Fife, Washington 98424
Office No. (206) 762-0803
Fax No. (206) 762-6163
Plans No. (206) 767-1955
Plans Fax No. (206) 767-1973
seattle@mebaunion.org

Tampa

Nicole Greenway, Branch Agent
Glenn Buettner, Dispatcher/Rep.
4333 South 50th Street
Tampa, FL 33619
Office No. (813) 247-7223
Fax No. (813) 247-6297
tampa@mebaunion.org

M.E.B.A. Divisions

City & Borough of Juneau (CBJ)
Ben Goldrich, Representative
130 Seward St. Suite 304
Juneau, AK 99801
Office No. (907) 331-3123
Fax No. (907) 202-5322
alaska@mebaunion.org

Professional, Office & Industrial Division (POID)
April Fleischer, Representative
21809 Longs Peak Ln.
Parker, CO 80138
(720) 283-1568
Fax: (720) 283-1569
poid@mebaunion.org

**24 M.E.B.A. HOTLINE
1-888-519-0018**

M.E.B.A. Plans

M.E.B.A. Benefit Plans
Ann Gilchrist, Administrator
1007 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 547-9111
Fax No. (410) 385-1813
Toll Free No. (800) 811-6322
benefits@mebaplans.org

M.E.B.A. Travel

Carly Marafioti, Coordinator
Office No. (877) 324-6322
ectravel@mebaplans.org

Training

**Calhoon M.E.B.A.
Engineering School**
Bryan Jennings,
Interim Director
27050 St. Michaels Road
Easton, MD 21601
Office No. (410) 822-9600
Fax No. (410) 822-7220
info@mebaschool.org

Diagnostic Centers

Baltimore
1005 Eastern Avenue
Baltimore, MD 21202
Office No. (410) 547-9111 (x1278)
BaltimoreClinic@mebaplans.org

San Francisco/Oakland
548 Thomas L. Berkley Way,
1st Floor
Oakland, CA 94611
Office No. (510) 663-6810
Fax No. (510) 663-6818
OaklandClinic@mebaplans.org

M.E.B.A. Affiliates

Association for Los Angeles Deputy Sheriffs (ALADS)
James Wheeler, President
Richard Pippin, Vice President
2 Cupania Circle
Monterey Park, CA 91755
Phone: (323) 213-4005
www.alads.org

Association of Public Defender Investigators (APDI)
P.O. Box 365
South Pasadena, CA 91031
626-790-5878
<https://www.apdi-union613.com/>

California Association of Professional Employees (CAPE)
Carlos Clayton, President
Lisa Andres, Vice President
1910 W. Sunset Blvd.,
Suite 600
Los Angeles, CA 90026
(213) 484-0400
www.capecunion.org

Ferry Agents, Supervisors and Project Administrators Association (FASPAAA)
Dennis Duff, President
Diane Leggett, Treasurer
P.O. Box 16361
Seattle, WA 98116-0361
(206) 799-1874

Los Angeles County Lifeguard Association (LACOLA)
Ken Haskett, President
1140 Highland Ave., Suite 180
Manhattan Beach, CA 90266
(310) 802-3565
www.lacola.org

Los Angeles County Professional Peace Officers Association (PPOA)
Tab Rhodes, President
188 E. Arrow Highway
San Dimas, CA 91773
323-261-3010
<https://ppoa.com>

Municipal Construction Inspectors Association (MCIA)
Johnny Yutronich, President
205 S. Broadway, Suite #508
Los Angeles, California 90012
(213) 620-1402
www.mymcia.org

National Federation of Public and Private Employees (NFOPAPE)
Daniel Reynolds, President
1700 N.W. 66th Ave., Suite 100
Plantation, FL 33313
(954) 797-7575
www.federationmembers.org

Professional Aviation Safety Specialists (PASS)
David J. Spero, President
Carlos Aguirre, National Secretary-Treasurer
1200 G Street N.W., Suite 750
Washington D.C. 20005
(202) 293-7277
www.passnational.org

Unión de Ingenieros Marinos (U.I.M.) – Panama
Luis Yau Chaw, Secretary
General Ricardo Espada,
Co-Secretary General
Apartado Postal 0843-00122
Panama, Rep. de Panama
Phone: 011-507-314-0302
abim_meba@cwp Panama.net

American Maritime Congress (AMC)

Fair Kim, President
444 North Capitol Street, N.W.
Suite 800
Washington, D.C. 20001
Office No: (202) 347-8020
Fax: (202) 347-1550
www.americanmaritime.org

International Transport Workers Federation (ITF)

Eric White, ITF Inspector
P.O. Box 20232
St. Petersburg, FL 33742
Cell No.: (813) 576-9805
White_Eric@ITF.org.uk



Faces around the Fleet



A few shots of joyful California Maritime Academy cadets at the end of a great summer training cruise onboard the GOLDEN BEAR last year. M.E.B.A.'s Stan Orlando served as the OICEW Assessment sign-off engineer and watchstander.



M.E.B.A.'s Ross Lee onboard the MATSONIA working on a sea strainer. Members Brian Koechley and Colin Moses said that the giving and fun-loving spirit Ross brings with him onboard serves as a beacon of light to his fellow crewmembers – especially during these challenging times. Brian noted, “Ever thoughtful to [his shipmates’] needs, he continually goes above and beyond and his efforts are greatly appreciated and are deserving of recognition.” Colin said, “Cheers to Ross Lee of Honolulu. Thank you Ross for all you’ve done since the first day this awful pandemic struck us and just for being an all-around nice guy. We appreciate you and your Aloha spirit onboard....Mahalo much!”



Mariners on the Patriot-managed SLNC PAX (foreground) were thrilled to talk to their counterparts on another M.E.B.A.-crewed ship - the OSG-managed OVERSEAS BOSTON - for a short time during a Labor Day stop in Singapore. PAX mariners (l-r) included Fitter/Oiler Angelito Robin, 3rd A/E Daniel Maxian, C/E John Nichols, 2nd A/E Sean Grace, 1st A/E Paul Hayward and Oiler Randy Dorotan.



Engine room crew onboard the Waterman-managed heavylift vessel OCEAN GIANT. From bottom to top are C/E Justin Kisielewski, Engine Cadet Ryan Novakowski, Electrician Richard Huffman, 1st A/E Andre Pakhomov, QMED Terrane Lee, QMED Sam Takyi, 3rd A/E Lucas Demore and 2nd A/E Patrick Herlihy.